Basingstoke and Deane Borough Local Cycling and Walking Infrastructure Plan (LCWIP)

Hampshire County Council

June 2022

About Sustrans

Sustrans is the charity making it easier for people to walk and cycle.

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We are grounded in communities and believe that grassroots support combined with political leadership drives real change, fast.

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About Hampshire County Council (HCC)

We are the local Highway Authority. As part of HCC's commitment to ensure that the county has LCWIPs for all the boroughs and districts, an LCWIP for Basingstoke and Deane Borough was initiated in consultation with Basingstoke and Deane Borough Council (BDBC), the local planning authority. HCC has worked in partnership with BDBC on the development of the LCWIP including the sharing of costs towards the LCWIP. HCC has led on the commission to Sustrans.

Our in-house consultancy, Hampshire Services, has previously partnered with Sustrans on the delivery of six other LCWIPs. Through Hampshire Services we offer professional services to other authorities and organisations. We cover our costs and our partners benefit from economies of scale, helping to protect frontline services for all. We have a 500-strong team of specialists in transport, engineering, environmental services, research and economic development to help you deliver your project. Get in touch at shared.expertise@hants.gov.uk or visit our website hants.gov.uk/sharedexpertise

About Basingstoke and Deane Borough Council

Basingstoke and Deane Borough Council is the local planning authority for the area, responsible for developing a local plan as a blueprint to guide new development and determining planning applications.

Recognising the need to collaborate with the local highway authority to ensure developments and connections including roads, footpaths and cycle ways come forward in a harmonious way, the borough council has worked closely with the county council and stakeholders to shape this draft version of the Local Cycling and Walking Infrastructure Plan.

Setting out proposals for how some existing footpaths and cycle ways might be improved and new routes could be created to make it easier for residents and visitors to walk and cycle in the future, the borough council-backed plan prioritises good and sustainable connections to key destinations in Basingstoke town centre and across the borough as well as to local green spaces and the countryside.

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Foreword

Councillor Edward Heron, Hampshire County Council's Executive Lead Member for Transport and Environment Strategy

Hampshire County Council is committed to delivering better environments for people to walk and cycle both for their day-to-day journeys, and when spending time in our public spaces. Walking and cycling are a big part of the solution to a number of the greatest challenges that we face including climate change; air pollution; obesity; equality of opportunity and access for all.

The disparity between the number of people who want to walk and cycle, and the number who have been able to do so, has never been more obvious than during the national lockdowns over the last two years. As motor traffic reverted to 1950s levels, our residents explored and rediscovered their local areas on foot and by cycle and felt safe to do so, without the fear of traffic. Families were cycling together through streets that are normally busy with cars, and many key workers found these to be practical and healthy ways to get to work. As traffic levels have returned to pre-Covid levels many have put their bikes away and returned to their cars.

If we are to meet our 2050 Vision, our Climate Change Emergency targets, and our Public Health goals we need walking and cycling to be safe, direct, and attractive for everyone from ages 8 to 80+. We need our networks to be accessible to everyone and cater for the majority of users, whether they are walking with a double buggy, have a health condition or disability that makes our public spaces more difficult to use. We have been challenged in recent years by walking and cycling advocates to do better.

This has been tough without steady sources of funding, but we have always shared their ambition. Six other LCWIPs have been developed following successful bids to the Government's 'Transforming Cities Fund'. Winchester City and East Hampshire District Council also have LCWIPs. Building on this foundation, we have committed to a future program of LCWIPs covering every borough and district in Hampshire. This commitment is also reflected by Basingstoke and Deane Borough Council who have been actively involved in the development and co-funding of this LCWIP.

HCC and BDBC officers, local interest groups and cross-party elected members have worked together to develop a common understanding of what improvements are needed. The new 10 walking and cycling principles in this LCWIP have recently been consulted upon, a process which began with a wider group of stakeholders at our first ever Active Places Summit in 2020. The principles will also feature in our new Local Transport Plan which is out for consultation between 4 April 2022 and 26 June 2022.

We embrace the Government's 'Gear Change' policy and cycle design guidance – Local Transport Note 1/20 (known as LTN1/20) launched in 2020 which set to achieve higher rates of cycling as well as better standards in cycle facilities. These documents, and related funding announcements, are welcomed by Hampshire County Council; they align closely with our own aspirations and we are already applying the new design guidance to schemes under development.

Walking and cycling have the potential to replace shorter car trips made in Hampshire, including around a third of all commuting trips. With commuting trips representing around 16% of all trips, the overall potential is far greater. Walking and cycling are practical everyday ways of travelling, for even just part of a journey, that can help to make us healthier, happier, greener, and more equal, and we look forward to supporting increases in these modes for everyone in Hampshire.

Councillor Jay Ganesh, Basingstoke and Deane Borough Council's Cabinet Member for Planning and Infrastructure

As a council we share a vision for a sustainable and well-connected borough with great walking and cycling links as cleaner and greener ways for our residents and visitors to get around.

Building on our past work including our transport and cycling strategies, we have worked alongside the county council as the local highway authority to shape this draft Local Cycling and Walking Infrastructure Plan as an important first step in developing a comprehensive network of sustainable routes throughout our borough.

Setting out how some existing footpaths and cycle ways might be improved and new routes could be created, the proposals in the plan would help to ensure significant local development projects currently under way are well connected and accessible in the future. This includes the new communities at Manydown in western Basingstoke as well as a revitalised town centre and a regenerated leisure park as part of a good network of sustainable routes between key destinations across the borough, local green spaces and the countryside.

There are clear benefits from this long-term plan, including helping residents and visitors to save money on fuel, boosting their physical and mental health through exercise, and also improving local air quality.

And the opportunities extend to helping us to tackle climate change locally too, in particular our ambitious target set through our climate emergency declaration to realise a net zero carbon borough by 2030. Residents driving cars, vans and other private vehicles is one of the largest contributors to climate change in our area, making up around 11% of our total greenhouse gas emissions, and improved footpaths and cycle ways would make it easier to leave the car at home and get around on foot and bicycle more easily.

Walking and cycling are great ways of getting around, offering a wide range of benefits, and we are keen to hear from everyone about how they think our local walking and cycling connections could be improved.

Introduction

1 Introduction

In both Hampshire and Basingstoke and Deane Borough there is a desire to invest in sustainable transport measures, including walking and cycling infrastructure, to provide a healthy alternative to the car for local short journeys to work, local services or schools. In doing so, all residents of Basingstoke and Deane Borough will experience benefits, such as improvements in air quality, decreasing frequency of collisions on the highway and improving accessibility for people of all ages and abilities.

Basingstoke and Deane Borough Description

The scope of this LCWIP includes the entirety of the borough with a focus on the major population centre of Basingstoke and the towns and villages of Whitchurch, Overton and Tadley. Basingstoke and Deane Borough Council (BDBC) is the local planning authority and Hampshire County Council (HCC) is the highway authority.

Basingstoke and Deane Borough had a population of 177,760[1] and Basingstoke Town had a population of 115,890[2] in 2020. The borough is located between Reading to the north and Winchester to the south. At approximately 63,000 ha in size, it is bordered by the authority areas of West Berkshire, Wokingham, Hart District, Winchester District and Test Valley District.

What is an LCWIP?

Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy, are a strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

Local Policies

Basingstoke Transport Strategy - adopted in 2019 is a joint strategy developed by BDBC and HCC. The strategy covers the period up to 2029 and includes developing strategic walking and cycling corridors as one of the strategic themes. The development of the Mass Rapid Transit corridors also form part of the transport priorities. Both authorities have declared a climate emergency, which will be reflected in the emerging Local Transport Plan 4.

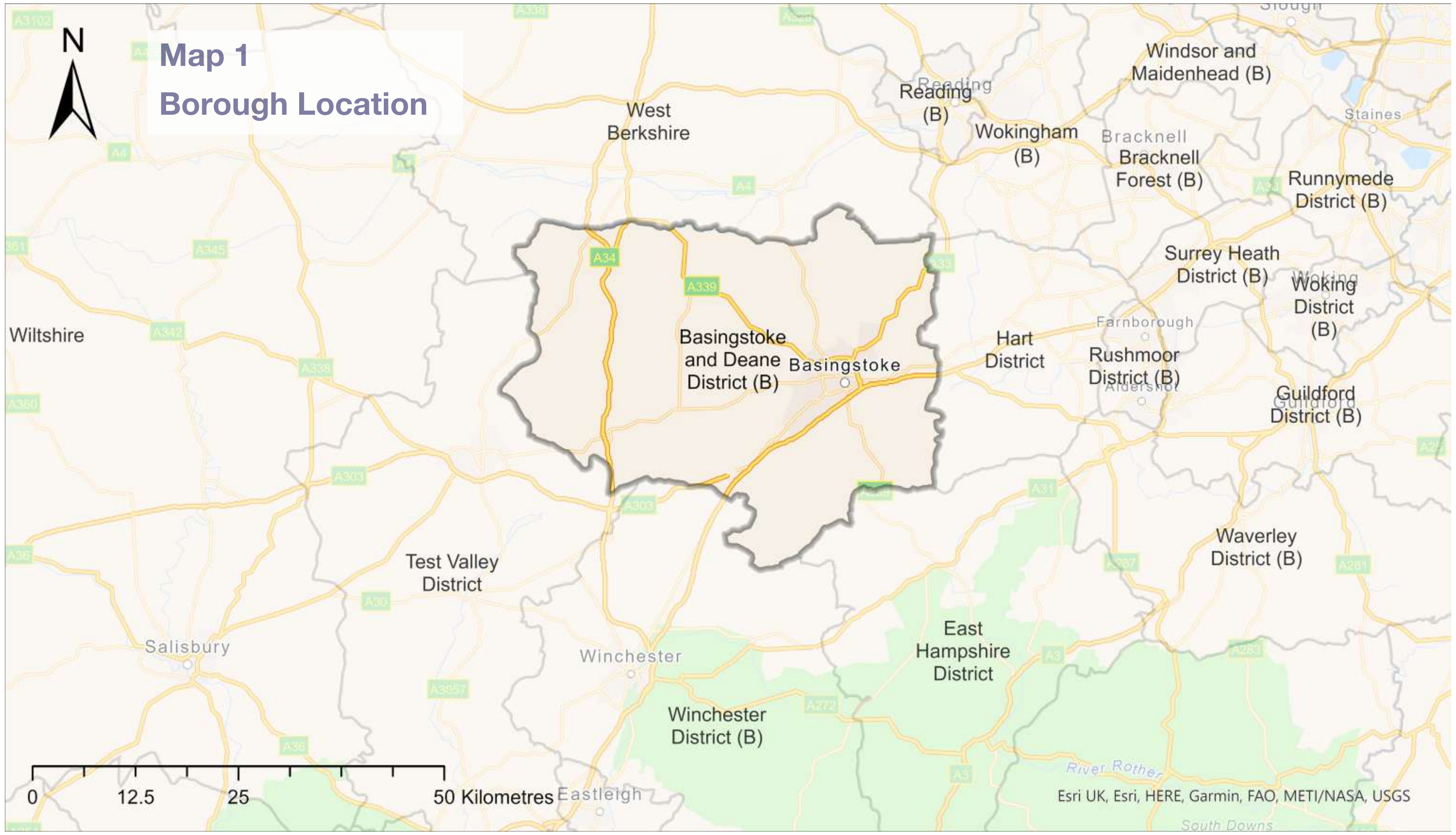
This plan is supported by policies developed and delivered by Hampshire County Council including: Local Transport Plan 3, emerging Local Transport Plan 4 and Hampshire's walking and cycling strategies which:

- provide a clear statement on HCC's aspirations to support walking and cycling in the short, medium and long term;
- provide a framework for support of local walking and cycling strategies;
- provide a means of prioritising HCC's funding to the best value walking and cycling investments, and;
- support HCC in realising funding opportunities for walking and cycling measures

Basingstoke and Deane Borough Council local policies include:

The Local Plan 2011-2029 and Local Plan Update - The current local plan has played a key role in the development of the LCWIP given that new developments are trip generators. The local plan update, which is currently in progress, will include new sites for development that have been promoted to the council. Infrastructure requirements which will include walking and cycling will be assessed as part of as part of the transport evidence base for the plan.

Local Neighborhood Plans - Developed by Parish Councils also include sites allocation for developments which then become trip generators. As a result contribute towards LCWIP development.


Map 1
Borough Location
N
West Berkshire
Reading (B)
Windsor and Maidenhead (B)
Wokingham (B)
Bracknell Forest (B)
Runnymede District (B)
Surrey Heath District (B)
Woking District (B)
Wiltshire
Basingstoke and Deane District (B)
Basingstoke
Hart District
Rushmoor District (B)
Guildford District (B)
Test Valley District
Waverley District (B)
Salisbury
Winchester
East Hampshire District
Winchester District (B)
Eastleigh
0
12.5
25
50 Kilometres
Esri UK, Esri, HERE, Garmin, FAO, METI/NASA, USGS

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[1] Office for National Statistics mid-year estimates for 2020 [2] Office for National Statistics small area population estimates for 2020

The Climate Change and Air Quality Strategy - The LCWIP contributes to the borough's ambition to reduce emissions and improve air quality. Under the Transport element of the strategy, facilitating and promoting a move to active travel is one of the areas for action.

The emerging BDBC Car Parking Strategy -This is in the process of being developed and is at a very early stage. It will focus on providing a positive framework to support town centre residents, the economy and the environment whilst identifying the quantum and location of car parking required in support of future growth in the borough up to 2040.

Mass Rapid Transit Strategy - In parallel with the LCWIP, Hampshire County Council has been developing a more detailed Mass Rapid Transit (MRT) Strategy for Basingstoke. A number of MRT routes and corridors align with the prioritised cycling corridors identified in the LCWIP. This includes routes along the A30 SW, B3400 and A33 corridors.

The MRT Strategy is examining the need for MRT / bus priority measures along these corridors and is developing outline design proposals. On corridors that the LCWIP has also identified as a priority cycle route, the MRT Strategy will investigate how appropriate cycle facilities and infrastructure can be incorporated alongside bus priority measures. This is consistent with the Government's expectation that all highway schemes should also consider providing cycle infrastructure. At this stage, the suggested cycle infrastructure measures in the LCWIP do not consider potential bus priority measures. However, they do indicate the cycle infrastructure that could be provided, if MRT / bus priority measures are not implemented.

Town Centre Master Plan - Basingstoke town centre is currently dominated by the Festival Place and The Malls shopping centres, whilst these provide high quality traffic free routes for pedestrians during the daytime, they are not available 24 hours a day and no access is provided for cyclists. The shopping centres are surrounded by a high-capacity road network, which is generally unattractive and unsuitable for walking and cycling. People are forced to use poor quality subways to access and travel through the town centre and legibility is poor. Whilst a number of radial cycle routes already exist, there is poor or non-existent route provision within the town centre itself. This not only limits the ability for people to access key destinations within the town centre by cycling, but also prevents through journeys via the town centre that use two radial routes.

In parallel with the LCWIP, the borough council has been developing a Town Centre Master Plan. This aims to create a much better walking and cycling environment in the town centre. It proposes redeveloping the town centre to establish a legible street network prioritised for walking and cycling at ground level, where possible (i.e. avoiding the need for subways and bridges). The Master Plan also proposes to reduce motor traffic movements inside the Ringway through the creation of a number of traffic zones. Whilst walking, cycling and public transport trips would be supported between these zones, modal filters (simple bollards or planters through which people can travel by walking or cycling, but not by car) would prevent general motor vehicle trips crossing zone boundaries. Motor vehicle access to each zone would only be available to and from the Ringway and therefore vehicle trips between different zones would have to travel out to and around the Ringway. By removing through traffic and reducing traffic flows, walking, cycling and public transport would become more attractive options for local journeys on the street network within the Ringway and town centre. Access by private car would still be possible but it would be easier to choose a more sustainable option. The initial Master Plan proposals were subject to a public engagement by the Borough Council in Autumn 2021. There is still more detailed work to be undertaken in support of the Master Plan's transport proposals, including the completion of transport modelling work to demonstrate that the proposed traffic zones do not create unacceptable wider and local impacts on the transport network.

In advance of the development of the Master Plan, the LCWIP has not considered detailed improvements for walking and cycling in the town centre. However, the work to date on the Master Plan has now established that:

- Some areas of the town centre will be subject to significant change, although due to the complexity of delivering this, it will be many years before this change can be delivered. Therefore, short to medium lower cost improvements for walking and cycling should be considered in these areas in advance of more major redevelopment; and
- There are a number of areas in the town centre where the Master Plan only proposes limited changes, so investment in improved walking and cycling infrastructure would not be abortive in the longer term

Now that there is more certainty over the Master Plan proposals, it is recommended that a more detailed study is undertaken on walking and cycling improvements in the town centre that can then be incorporated into the LCWIP. It is anticipated this detailed study will be undertaken during the 2022-2023 financial year.

Background Study and Methodology

2 Background

Sustrans was commissioned by Hampshire County Council (HCC) in Spring 2021 to support the development of a Local Cycling and Walking Infrastructure Plan (LCWIP) for Basingstoke and Deane Borough. The LCWIP was funded by HCC and BDBC.

This LCWIP has been co-developed by HCC and Sustrans with active support from BDBC. HCC conducted the background data gathering and mapping, and Sustrans developed the route network, carried out the audits and devised the potential options. HCC and Sustrans jointly delivered three stakeholder workshops in June 2021 and one follow-up stakeholder workshop in November 2021 to review the draft network and potential options with the support of BDBC.

In line with government's LCWIP guidance, the scope of the work was limited to utility trips to work, education and shopping of up to 5km. It does not include consideration of leisure trips outside the built-up areas.

The approach was to look at opportunities to create walking and cycling networks. Existing facilities and routes were considered, along with known improvement proposals. Local stakeholders helped to identify where new routes and improvements were needed. The potential routes were then surveyed on foot and bicycle.

The adopted methodology was informed by the LCWIP Technical Guidance (2017) and Local Transport Note 1/20 (LTN 1/20). LTN 1/20 provided the principal design guidance when developing potential options for the primary cycle routes following consultation.

LCWIP Technical Guidance

Under the guidance, the key outputs of LCWIPs are:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development
- a prioritised programme of infrastructure improvements for future investment
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network

This report addresses the first and third outputs, but HCC will carry out the prioritisation process to complete the second output, guided by the outcomes of the public consultation.

The LCWIP process has six stages:

1. Determining Scope

Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.

2. Gathering Information

Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.

3. Network Planning for Cycling

Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.

4. Network Planning for Walking

Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.

5. Prioritising Improvements

Prioritise improvements to develop a phased programme for future investment.

5. Integration and Application

Integrate outputs into local planning and transport policies, strategies, and delivery plans.

Determining Scope

HCC and BDBC determined Stage 1 and lead on Stages 5 and 6. Sustrans and HCC worked in partnership on Stages 2, 3 and 4, with Sustrans taking on the lead role.

Gathering Information

The following maps and supporting commentary outline the data gathering process. The maps presented build the evidence base for the identification of desire lines, which inputs directly into Stage 3, Network Planning for Cycling.

- Existing Transport Network
- Trip Attractors and Generators, Census 2011 Workplace and Population Data, Neighbourhood and Local Plan Allocated Sites
- Collisions involving pedestrians and cyclists
- Propensity to Cycle Tool

The Propensity to Cycle (PCT) is an open-source transport planning system, part funded by the Department for Transport. It was designed to assist transport planners and policy makers to prioritise investments and interventions to promote cycling. More information is available from the PCT website: https://www.pct.bike/m/?r=hampshire. The aim of the PCT is to inform planning and investment decisions for cycling infrastructure by showing the existing and potential distribution of commuter and school cycle trips and therefore inform which investment locations could represent best value for money. PCT uses two key inputs:

- Census 2011 Origin and Destination commuting data and school data (O-D data)
- Cycle Streets routing

The model estimates cycling potential adjusted for journey distance and hilliness as well as predicting the likely distribution of those trips using the Cycle Streets routing application (https://www.cyclestreets.net/). The model can be applied to consider different scenarios such as: Gender Equality, where women cycle as frequently as men; Go Dutch, if cycling levels were the same as in the Netherlands; and, Government Target, where cycling levels meet the target for current government's aim for cycling.

The following scenarios are presented below:

- Commute and School travel data by zones based on the Census 2011, Government Target and Go Dutch Scenarios (Maps 7-17)
- Commute and School route data based on the Census 2011, Government Target and Go Dutch Scenarios (Maps 20-25)
- Commute short car trips (under 5km) based on Census 2011 data

Stakeholder workshops

A series of online stakeholder workshops were held in the initial stages of developing the network plan in June 2021. Stakeholder groups included members of the public, cycling groups, access groups, local schools and community representatives including local and county councillors. BDBC and HCC representatives were asked to identify barriers to walking and cycling and desired routes for cycling, looking for opportunities to facilitate access across barriers and create a joined-up cycling network across the borough.[1] Participants also identified locations for potential core walking zones. These virtual workshops utilised Maphub, an online mapping tool. Outputs from these workshops were imported into our Geographic Information System (GIS) to inform and refine the desire line analysis. GIS is a system that creates, manages, analyses and maps all types of data. GIS connects data to a map, linking location data with descriptive information.

Mesh density

Following the creation of the draft cycle network, a buffer analysis was conducted to determine the potential 'mesh density' of the network. Mesh density is a term that describes how a grid of cycle networks is composed. High mesh density means that the grid of cycle routes is tighter, with more route choice, whereas low mesh density means there is less extensive route choice.

A buffer analysis involves creating a 200 metre zone around each proposed route, and assessing if their are any gaps in the coverage of the network. This is illustrated in Map 32. According to the LCWIP Technical Guidance (2017), in a joined-up urban cycle network, cyclists should typically not have to travel more than 400m to get between cycle routes of similar quality.

Desktop review

In addition, a number of previous studies were reviewed in the preparation of the LCWIP including the Basingstoke and Deane Cycle Feasibility Study (2017) and the Basingstoke and Deane Cycle Strategy (2016). The Cycle Strategy's 'Proposed Strategic Cycle Map' was a critical background document.

HCC's emerging cycle route schemes for the A30 and the Manydown North/Winklebury Way were also considered in detail to ensure consistency. HCC's Whitchurch Accessibility and Traffic Measures scheme and the Tadley Schools Pupil and Parent Travel to School Survey Results Summary Report (2021) were also considered as part of this process. The Basingstoke Town Centre Master Plan is still under development, but discussions have been held with HCC and with BDBC as plan promoters to ensure the LCWIP potential options did not conflict or duplicate efforts.

3 Methodology

Network Planning for Cycling

There is a wealth of information to consider when planning a cycle network for Basingstoke and Deane Borough, as described above. Our approach was to work through all the data, switching datasets on and off within our GIS to test the emerging network.

Origins and Destinations

The identification of demand for a planned network started by mapping the main origin and destination points across the study area.

These include the following:

- Resident Population (2011 Census)
- Workplace Population (2011 Census)
- Schools
- Shops and amenities
- Transport Hubs
- Major development sites/allocations within the Local Plan

Mapping of Desire Lines

Further to the initial mapping exercise, the origin and destination points within close proximity to each other have been clustered to simplify the analysis.

Once the key clusters were identified, direct desire lines were drawn connecting the clusters to identify the principal links to be provided by the cycle network. The outputs of this exercise are illustrated on Map 6.

Propensity to Cycle Tool (PCT)

In addition to the clustering exercise, the PCT has been used to identify which routes within the study area have the greatest potential for an increase in the number of commuters cycling to work and the number of children cycling to school.

Route Identification

The desire lines identified by the above analysis were mapped to the existing highway network, and in some places the existing Public Rights of Way (PRoW) network. In this way, the network seeks to connect the key origins and destinations within the study area, including centres of population, employment locations, schools, leisure destinations and various amenities such as shops and health services.

Converting these desire lines into routes was an iterative process. In some cases, particularly in rural locations, there is a clear preferred cycle route which is usually the most direct. However, in some cases there may be more than one potential route between origin and destination points or a reason why the most direct route would be less suitable for cycling.

At this stage, the network was mapped out based on the data analysis undertaken above and with reference to the Propensity to Cycle Tool (PCT) which shows which routes have the highest potential for an increase in cycling under various scenarios for change, and with reference to the outputs from the stakeholder workshops and collision data involving cyclists. In the rural areas of the borough, the density of roads is low in comparison to the built up area of Basingstoke meaning there is less choice of cycle routes. On this basis, some of the prospective cycle routes identified do follow some of the larger, busier roads. However, where a quieter route is available which is not too indirect, this option has been selected.

Primary and Secondary Routes

Once the network plan was complete, the network was split into primary and secondary routes.

The primary routes are judged to be the most popular and strategic routes, linking residential areas with the key trip generators. These are often A roads that form the main spine of the network to which the other routes will connect. Primary routes were selected based on routes that were expected to have high flows of cyclists along desire lines linking large residential areas or new development sites to the town centre of Basingstoke as well as key links to Oakley, Whitchurch, Overton and Tadley. Primary routes were also selected based on their popularity at the workshops. These routes were then agreed with HCC and BDBC.

Secondary routes can be locally important but are less strategic as they fill the gaps in the primary network. Some sections of secondary routes may have higher flows than parts of the primary routes, so the distinction between primary and secondary should not necessarily form the basis of investment priorities. Secondary routes also play a key role in directly connecting residential developments and schools to primary routes.

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[1] The full list of organisations represented is included as an appendix

The proposed network was visually tested against the Propensity to Cycle Tool data and the outputs of the stakeholder workshop and there is a high degree of correlation between the networks. Major employment sites and secondary schools are served by the proposed network. The proposed network also serves the main shopping areas, hospitals, leisure and sports centres and development sites.

Once preferred primary routes were identified, they were assessed against the five core design outcomes for cycling: coherent, direct, safe, comfortable and attractive. An audit was then undertaken of the eight primary routes to identify what measures were required to improve them to meet the core design outcomes.

It should be noted that whilst nine primary routes were identified, one of these was the A30 corridor to the south-west of Basingstoke for which HCC has already undertaken scheme development work. It was therefore not considered that another route should be audited in its place. Additionally, the Manydown to Town Centre route, developed by HCC is a primary route that was not audited.

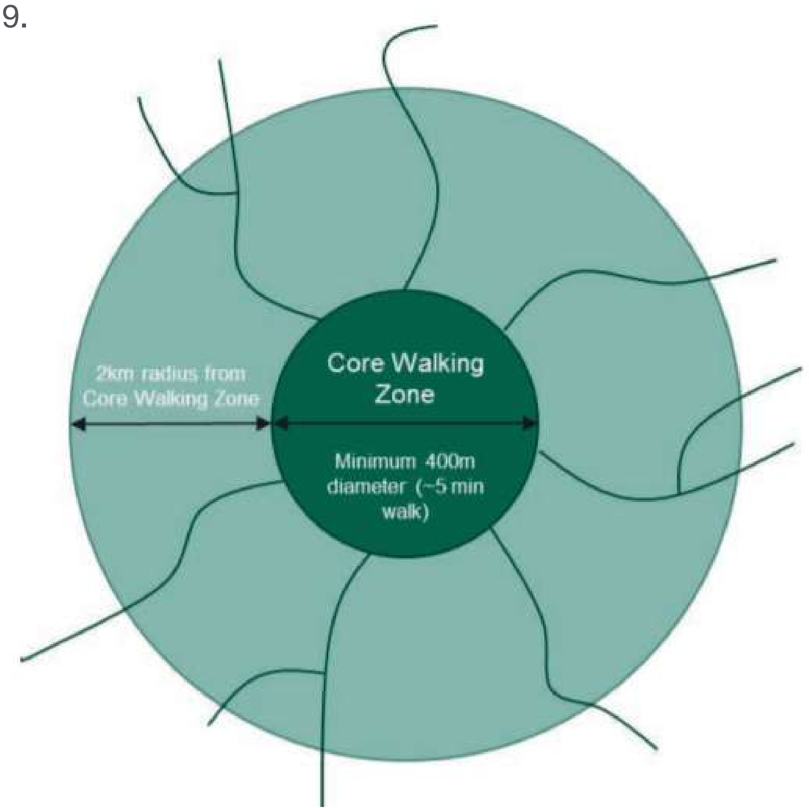
In instances where there was more than one viable option for a route section, each option was audited. Each option was assessed on its own merits and with reference to the criteria set out within the DfT's Route Selection Tool (RST) with a preferred option being agreed following a discussion with HCC and BDBC.

Auditing the Cycle Routes

The cycle routes were audited in person and the potential options have been devised with reference to the guidance set out within LTN 1/20 wherever possible. Notwithstanding, there are some locations where an LTN 1/20 solution may not be achievable due to a number of factors such as width constraints. The A30 and the Manydown to Town Centre route were not audited.

Network Planning for Walking

At the inception of the LCWIP, HCC confirmed that the scope for walking improvements had been finalised and that the Core Walking Zones should cover Basingstoke, Whitchurch, Overton and Tadley. However, the ongoing Basingstoke Town Centre Master Plan, described in the Introduction, will result in a range of pedestrian and cycle improvements. Moreover, a forthcoming study on Low Traffic Neighbourhoods within the built up extents of Basingstoke will also have a significant positive impact on pedestrian accessibility within the town. On this basis, it was agreed that this initial phase of the LCWIP would focus on the Core Walking Zones within Whitchurch, Tadley and Overton. These three locations were also popular suggestions from the initial stakeholder workshops, as shown in Map 29.


2km radius from Core Walking Zone
Core Walking Zone
Minimum 400m diameter (~5 min walk)

LCWIP Technical Guidance Figure 11: Core Walking Zones and Key Walking Routes

There is not an equivalent dataset to the Propensity to Cycle Tool for walking, so there is no detailed mapping exercise as part of the background study. Walking Zones were selected based on walking trip attractors, to reflect the shorter distances that people are likely to walk.

A more detailed study of the town centre is proposed to identify short to medium term priorities for enhancing walking and cycling in advance of the Town Centre Master Plan being implemented.

The DfT's LCWIP guidance suggests that CWZs normally consist of a number of walking trip generators that are located close together - such as a town centre or business parks.

An approximate five minute walking distance of 400m can be used as a guide to the minimum extents of CWZs. Within CWZs, all of the pedestrian infrastructure should be deemed as important.

Figure 11 has been extracted from the DfT's LCWIP guidance and illustrates how the Core Walking Zone should relate to walking routes.

Whilst this study has focussed on the CWZs, improvements on some of the key routes within close proximity to the CWZs have also been considered, such as the connections between the centres Whitchurch and Overton and their respective railway stations.

Auditing the CWZs

The Core Walking Zones were been considered using the categories from the Walking Route Audit Tool (WRAT) and the Healthy Streets Design Check (HSDC) tool.

The WRAT and HSDC are government supported tools for assessing walking and public realm environments.

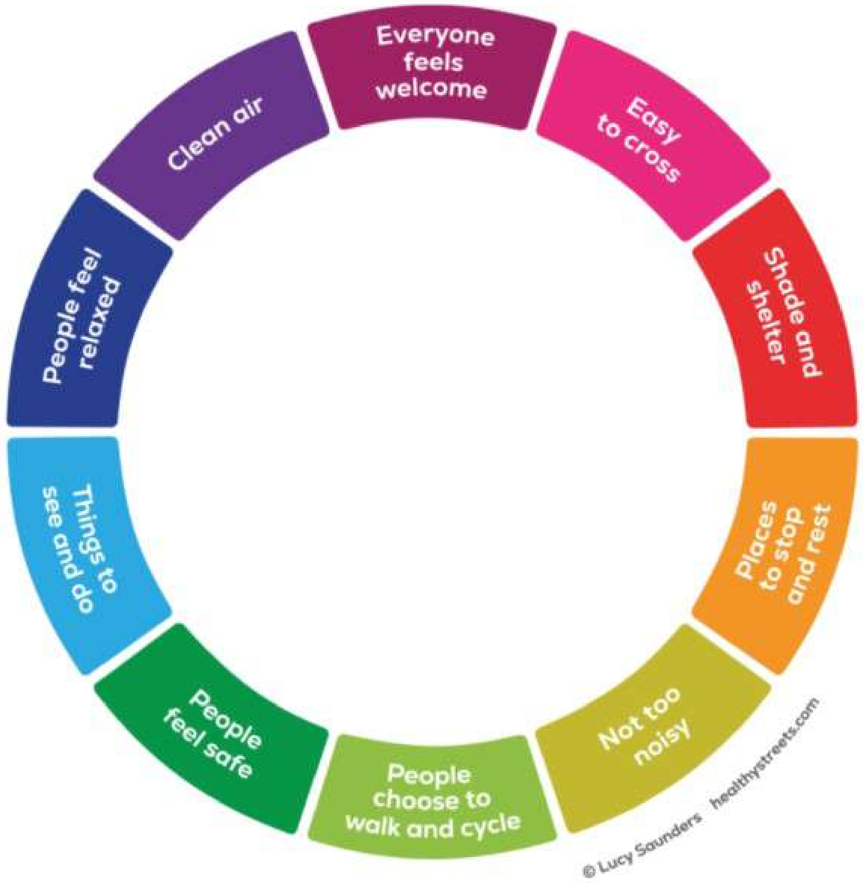
The WRAT has not been used to calculate the existing condition of the Core Walking Zone as the calculations relate to auditing a route rather than a zone. As such, the categories from that and the Healthy Streets Check have been used instead, to provide an assessment. Additional information on the Healthy Streets Design Check can be found in the Design Principles section.

The core principles for consideration in the WRAT are:

- attractiveness
- comfort
- directness
- safety
- coherence

The core principles for consideration in the Healthy Streets Design Check are:

- Everyone feels welcome
- Easy to cross
- Shade and shelter
- Places to stop and rest
- Not too noisy
- People choose to walk and cycle
- People feel safe
- Things to see and do
- People feel relaxed
- Clean Air



Healthy Streets Indicators

During the auditing phase it was observed that the majority of the key routes connecting to the CWZs were substandard in terms of pedestrian infrastructure such as a general lack of tactile paving and poor quality dropped kerbs at crossing points. It is therefore suggested that recommendations should be developed for Whitchurch, Overton and Tadley as a next step.

Door-to-door journeys

In addition to planning for local trips on foot and by bike, it is important to ensure that longer distance journeys are made as easy as possible by integrating walking and cycling networks with public transport interchanges.

The concept of the “door-to-door” journey was introduced by the Campaign for Better Transport in 2011, leading to the publication of a Government door-to-door strategy in 2013. The emphasis is on access to public transport interchanges at both ends of the journey – perhaps walking or cycling from home to the train station, then picking up a hire bike to the final destination.

The government strategy focuses on four areas:

- accurate, accessible and reliable information about the different transport options for their journeys;
- convenient and affordable tickets, for an entire journey;
- regular and straightforward connections at all stages of the journey and between different modes of transport; and
- safe, comfortable transport facilities.

As most public transport journeys involve a mode change, interchange between these is very important. Users do not want to have to go out of their way to access the next mode. Signing also needs to be clear, passengers often have short connection times so need reassurance they will be able to locate their next connection within their time frame. Larger interchanges, such as train station to bus station, should also have facilities appropriate to usage. If there is shelter from the elements, a safe place to wait and possibly additional facilities, such as a coffee shop, then wait times can seem shorter than they actually are. It is also very useful to provide real-time information at interchanges.

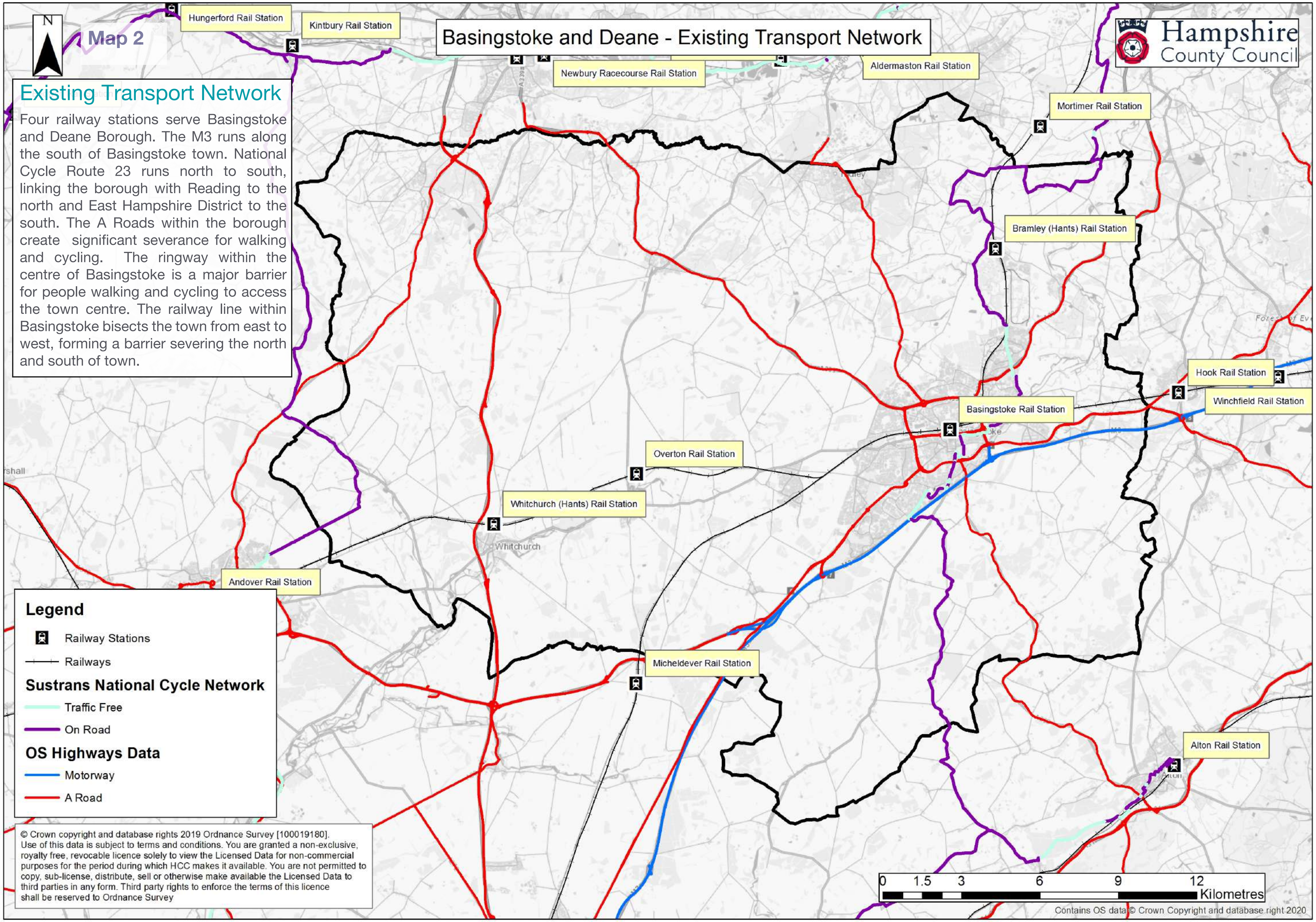
Where users are not taking a motorised form of transport to access or exit their next mode of transport then interchange is still as important. Cycling facilities need to be safe and secure and in an accessible place for changing modes quickly. This is the same for bike hire facilities. Walking and cycling routes need to be well signed giving distances and potentially times for key destinations.

Provision for taxis, good pedestrian access and,where appropriate car parking, also need to be made.

The following pages step through various layers of data that were used to build the cycle network and walking zones.

Basingstoke and Deane - Existing Transport Network

Map 2


N
Hampshire County Council
Hungerford Rail Station
Kintbury Rail Station
Newbury Racecourse Rail Station
Aldermaston Rail Station
Mortimer Rail Station
Bramley (Hants) Rail Station
Hook Rail Station
Winchfield Rail Station
Basingstoke Rail Station
Overton Rail Station
Whitchurch (Hants) Rail Station
Whitchurch
Andover Rail Station
Micheldever Rail Station
Alton Rail Station
Forest of Eve
rshall
A339
0
1.5
3
6
9
12
Kilometres

Existing Transport Network

Four railway stations serve Basingstoke and Deane Borough. The M3 runs along the south of Basingstoke town. National Cycle Route 23 runs north to south, linking the borough with Reading to the north and East Hampshire District to the south. The A Roads within the borough create significant severance for walking and cycling. The ringway within the centre of Basingstoke is a major barrier for people walking and cycling to access the town centre. The railway line within Basingstoke bisects the town from east to west, forming a barrier severing the north and south of town.

Legend

- Railway Stations
- Railways

Sustrans National Cycle Network

- Traffic Free
- On Road

OS Highways Data

- Motorway
- A Road

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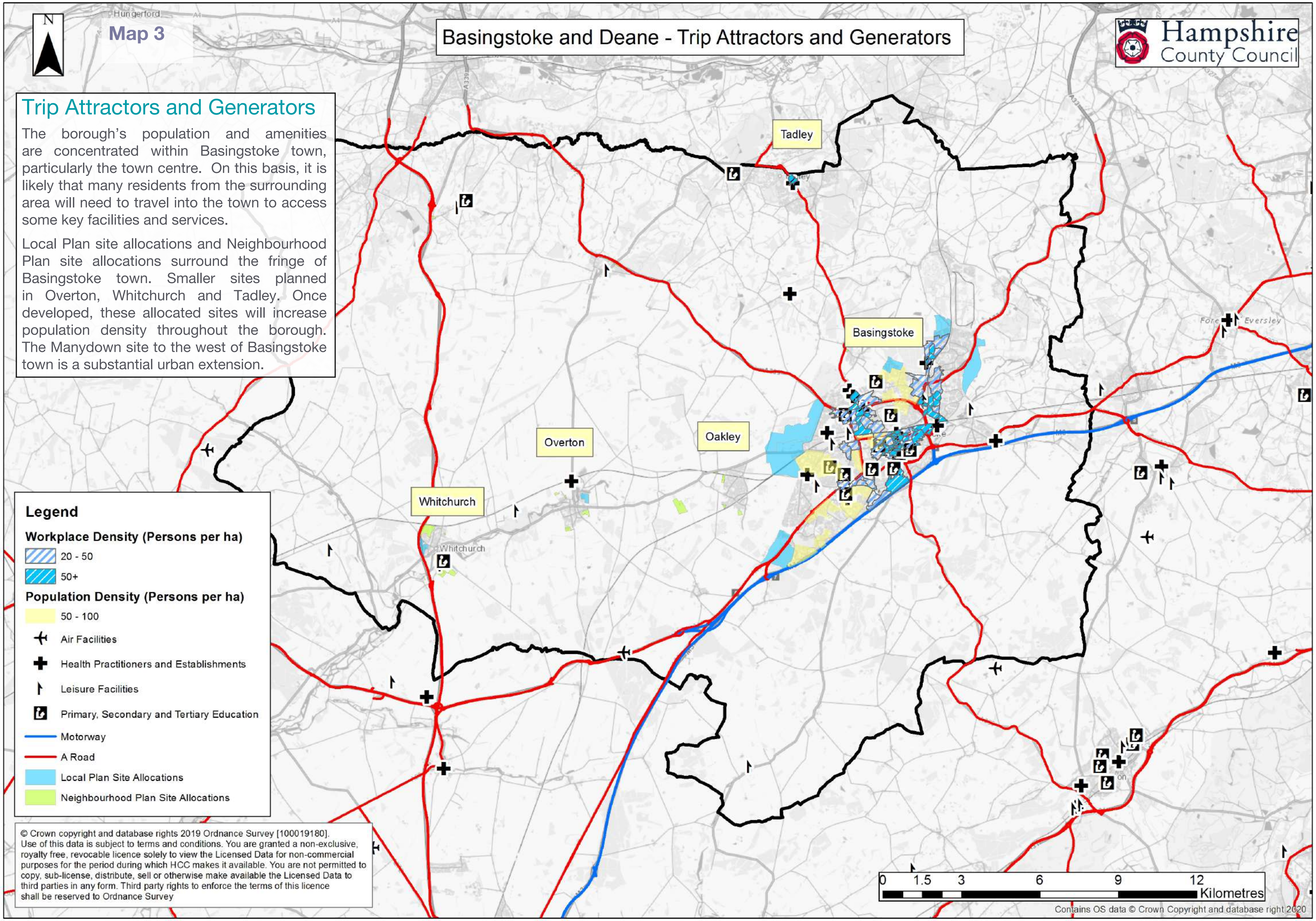
Basingstoke and Deane - Trip Attractors and Generators

Map 3


N
Hungerford
Tadley
Basingstoke
Overton
Oakley
Whitchurch
Eversley
Legend
Workplace Density (Persons per ha)
20 - 50
50+
Population Density (Persons per ha)
50 - 100
Air Facilities
Health Practitioners and Establishments
Leisure Facilities
Primary, Secondary and Tertiary Education
Motorway
A Road
Local Plan Site Allocations
Neighbourhood Plan Site Allocations
0 1.5 3 6 9 12
Kilometres

Trip Attractors and Generators

The borough's population and amenities are concentrated within Basingstoke town, particularly the town centre. On this basis, it is likely that many residents from the surrounding area will need to travel into the town to access some key facilities and services.

Local Plan site allocations and Neighbourhood Plan site allocations surround the fringe of Basingstoke town. Smaller sites planned in Overton, Whitchurch and Tadley. Once developed, these allocated sites will increase population density throughout the borough. The Manydown site to the west of Basingstoke town is a substantial urban extension.

Hampshire County Council

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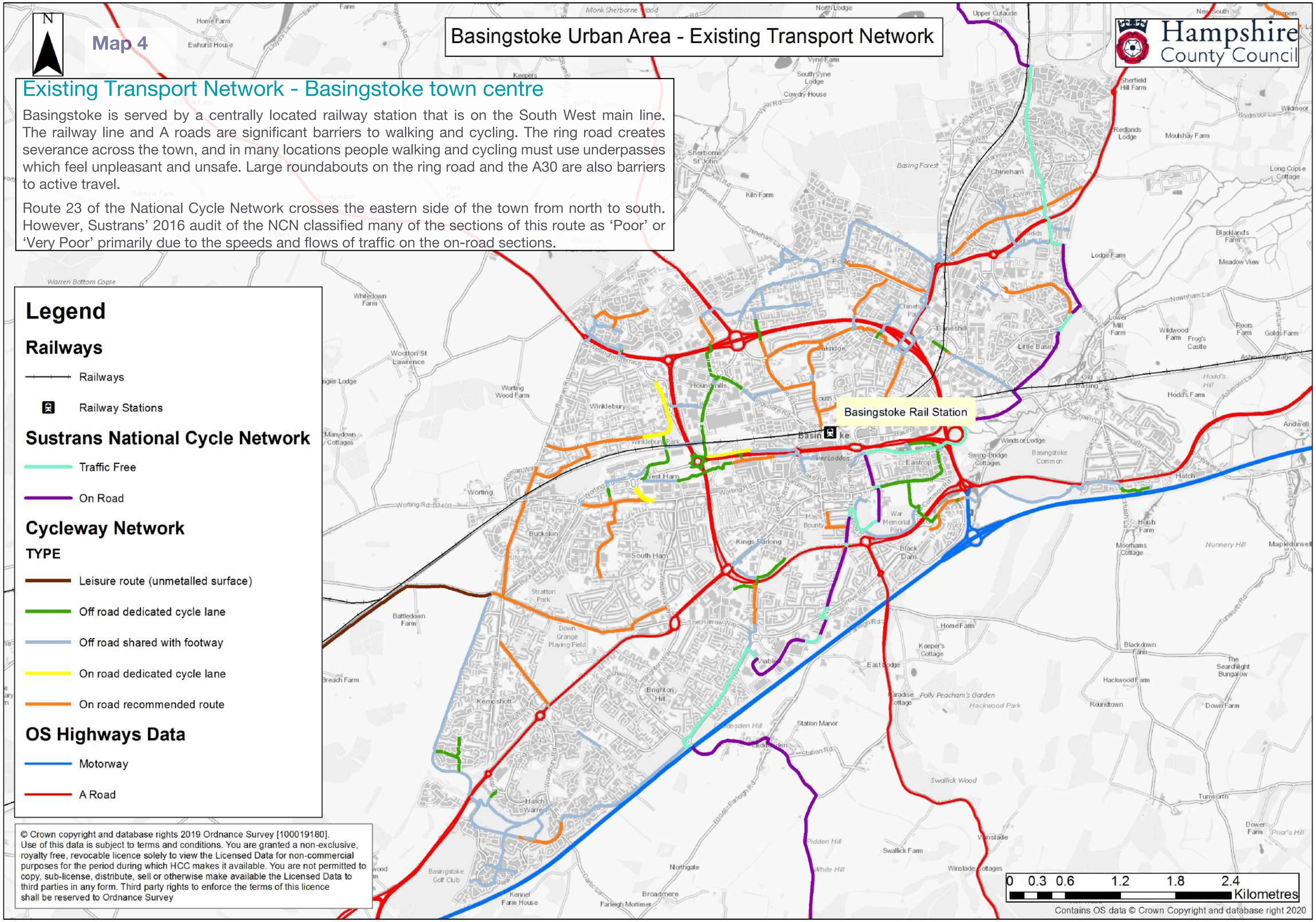
Basingstoke Urban Area - Existing Transport Network

Map 4

Hampshire County Council


N
Basingstoke Rail Station
Home Farm
Ewhurst House
Monk Sherborne Wood
North Lodge
Upper Cufaude Farm
Vyne Farm
South Vyne Lodge
Cowdry House
Sherborne St John
Kiln Farm
Basing Forest
Chineham
Sherfield Hill Farm
Redlands Lodge
Moulshay Farm
Wildmoor
Long Copse Cottage
Blacklands Farm
Meadow View
Lodge Farm
Lower Mill Farm
Wildwood Farm
Frog's Castle
Roots Farm
Golds Farm
Little Basing
Old Basing
Hodd's Hill
Hodd's Farm
Andwell
Warren Bottom Copse
Whitedown Farm
Wootton St Lawrence
Worting Wood Farm
Winklebury
Popley
Oakridge
Houndmills
Daneshill
Manydown Cottages
Worting
Worting Rd B3400
West Ham
Eastrop
Winslade Lodge
Swing Bridge Cottages
Basingstoke Common
Hatch
Buckskin
South Ham
Kings Furlong
War Memorial Park
Black Dam
Hush Farm
Moorhams Cottage
Nunnery Hill
Mapledurwell
Battledown Farm
Stratton Park
Down Grange Playing Field
Home Farm
Keeper's Cottage
East Lodge
Blackdown Farm
The Searchlight Bungalow
Hackwood Farm
Roundtown
Down Farm
Kempshott
Brighton Hill
Beach Farm
Paradise Cottage
Polly Peacham's Garden
Hackwood Park
Station Manor
Cliddesden
Swallick Wood
Tunworth
Dower Farm
Prior's Hill
Hatch Warren
Pidden Hill
White Hill
Swallick Farm
Winslade
Winslade Cottages
Basingstoke Golf Club
Kennel Farm House
Northgate
Broadmere
Farleigh Mortimer
0 0.3 0.6 1.2 1.8 2.4 Kilometres

Existing Transport Network - Basingstoke town centre

Basingstoke is served by a centrally located railway station that is on the South West main line. The railway line and A roads are significant barriers to walking and cycling. The ring road creates severance across the town, and in many locations people walking and cycling must use underpasses which feel unpleasant and unsafe. Large roundabouts on the ring road and the A30 are also barriers to active travel.

Route 23 of the National Cycle Network crosses the eastern side of the town from north to south. However, Sustrans' 2016 audit of the NCN classified many of the sections of this route as 'Poor' or 'Very Poor' primarily due to the speeds and flows of traffic on the on-road sections.

Legend

Railways

- Railways
- Railway Stations

Sustrans National Cycle Network

- Traffic Free
- On Road

Cycleway Network

TYPE

- Leisure route (unmetalled surface)
- Off road dedicated cycle lane
- Off road shared with footway
- On road dedicated cycle lane
- On road recommended route

OS Highways Data

- Motorway
- A Road

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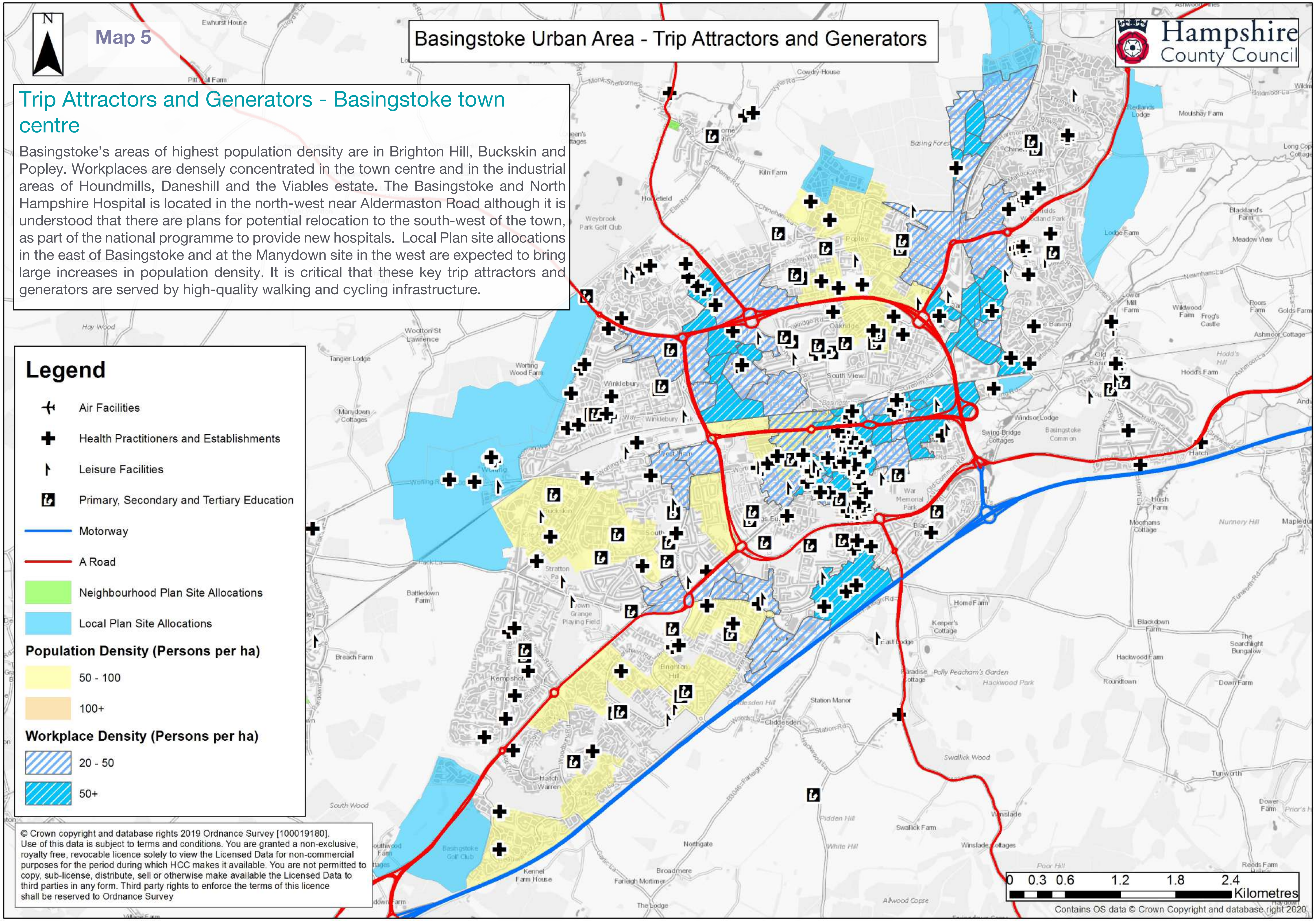
Map 5

Basingstoke Urban Area - Trip Attractors and Generators

Hampshire County Council


N
Ewhurst House
Pitt Hall Farm
Cowdry House
Monk Sherborne Rd
Kiln Farm
Weybrook Park Golf Club
Popley
Oakridge
South View
Winklebury
Worting
Buckskin
Stratton Park
Down Grange Playing Field
Kempshott
Brighton Hill
Hatch Warren
Beggarwood
Basingstoke Golf Club
Kennel Farm House
Farleigh Mortimer
Broadmere
The Lodge
Northgate
Cliddesden
Station Manor
Swallick Wood
Swallick Farm
Winslade
Winslade Cottages
Poor Hill
Pidden Hill
White Hill
Hackwood Park
Polly Peachum's Garden
East Lodge
Keeper's Cottage
Home Farm
War Memorial Park
Swing-Bridge Cottages
Basingstoke Common
Windsor Lodge
Old Basing
Hodd's Hill
Hodd's Farm
Lower Mill Farm
Wildwood Farm
Frog's Castle
Roors Farm
Golds Farm
Ashmoor Cottage
Blackland's Farm
Meadow View
Lodge Farm
Moulshay Farm
Redlands Lodge
Long Copse Cottage
Chineham
Hatch
Hush Farm
Moorhams Cottage
Nunnery Hill
Mapledurwell
Blackdown Farm
The Searchlight Bungalow
Hackwood Farm
Roundtown
Down Farm
Tunworth
Dower Farm
Prior's Hill
Reeds Farm
Hay Wood
Tangier Lodge
Wootton St Lawrence
Worting Wood Farm
Manydown Cottages
Battledown Farm
Breach Farm
South Wood
Southwood Farm
Allwood Copse
Wildmoor La
Cliddesden Hill
Kempshott La

Trip Attractors and Generators - Basingstoke town centre

Basingstoke's areas of highest population density are in Brighton Hill, Buckskin and Popley. Workplaces are densely concentrated in the town centre and in the industrial areas of Houndmills, Daneshill and the Viables estate. The Basingstoke and North Hampshire Hospital is located in the north-west near Aldermaston Road although it is understood that there are plans for potential relocation to the south-west of the town, as part of the national programme to provide new hospitals. Local Plan site allocations in the east of Basingstoke and at the Manydown site in the west are expected to bring large increases in population density. It is critical that these key trip attractors and generators are served by high-quality walking and cycling infrastructure.

Legend

- ✈ Air Facilities
- ✚ Health Practitioners and Establishments
- ⚑ Leisure Facilities
- ▣ Primary, Secondary and Tertiary Education
- ━ Motorway
- ━ A Road
- 🟩 Neighbourhood Plan Site Allocations
- 🟦 Local Plan Site Allocations

Population Density (Persons per ha)

- 🟨 50 - 100
- 🟧 100+

Workplace Density (Persons per ha)

- ▨ 20 - 50
- ▨ 50+

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0 0.3 0.6 1.2 1.8 2.4 Kilometres

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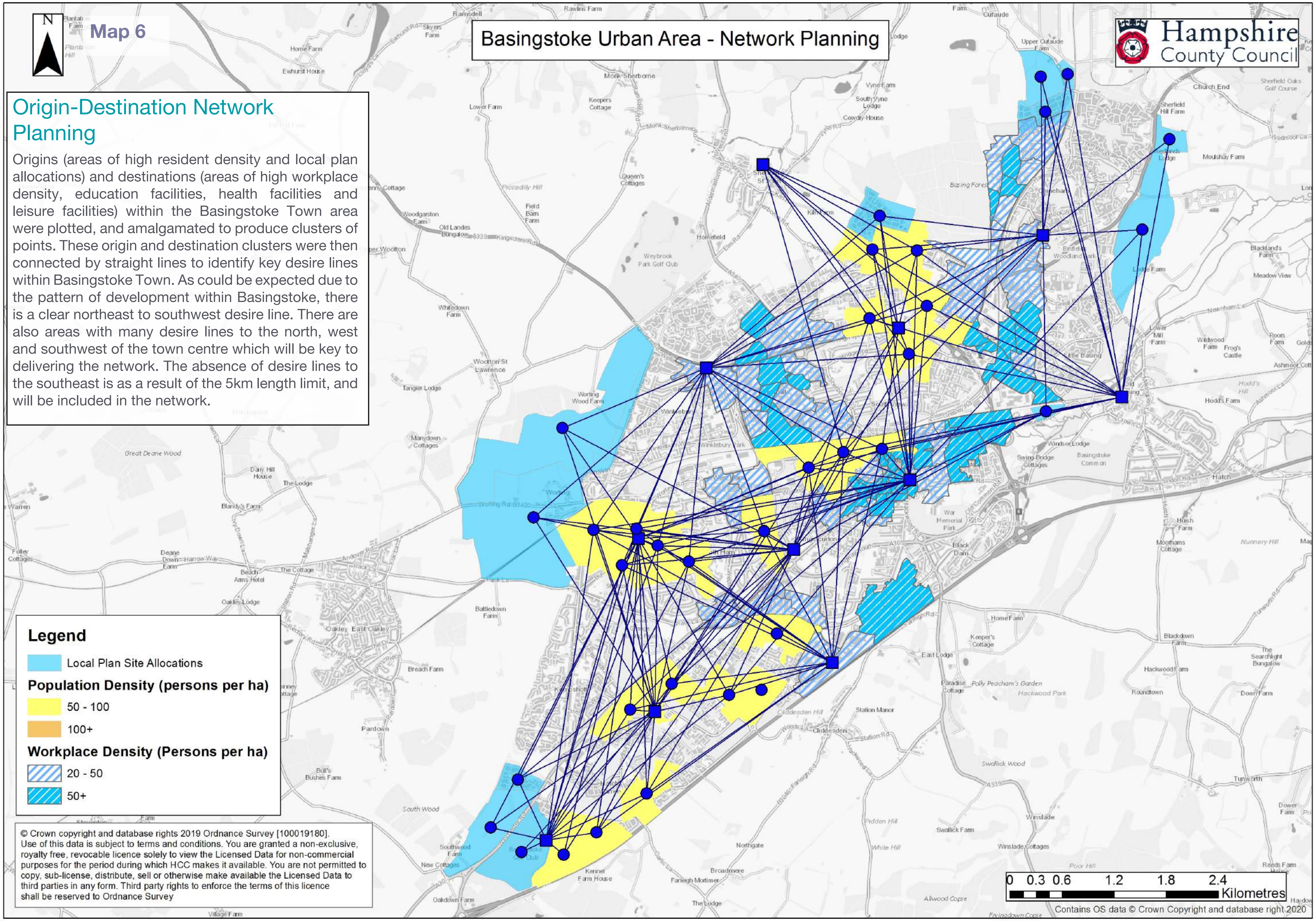
Map 6

Basingstoke Urban Area - Network Planning

Hampshire County Council

Origin-Destination Network Planning

Origins (areas of high resident density and local plan allocations) and destinations (areas of high workplace density, education facilities, health facilities and leisure facilities) within the Basingstoke Town area were plotted, and amalgamated to produce clusters of points. These origin and destination clusters were then connected by straight lines to identify key desire lines within Basingstoke Town. As could be expected due to the pattern of development within Basingstoke, there is a clear northeast to southwest desire line. There are also areas with many desire lines to the north, west and southwest of the town centre which will be key to delivering the network. The absence of desire lines to the southeast is as a result of the 5km length limit, and will be included in the network.


N
Ramsdell
Rawlins Farm
Skyers Farm
Home Farm
Ewhurst House
Monk Sherborne
Keepers Cottage
Lower Farm
Vyne Farm
South Vyne Lodge
Cowdry House
Upper Cufaude Farm
Cufaude
Church End
Sherfield Oaks Golf Course
Sherfield Hill Farm
Moulshay Farm
Queen's Cottages
Piccadilly Hill
Field Barn Farm
Woodgarston Farm
Old Landes Bungalow
Kiln Farm
Homefield
Weybrook Park Golf Club
Basing Forest
Binfields Woodland Park
Lodge Farm
Blacklands Farm
Meadow View
Whitedown Farm
Wootton St Lawrence
Tangier Lodge
Worting Wood Farm
Winklebury
Lower Mill Farm
Wildwood Farm
Frog's Castle
Little Basing
Roers Farm
Ashmoor Cott
Hodd's Hill
Hodds Farm
Manydown Cottages
Great Deane Wood
Dairy Hill House
The Lodge
Blandy's Farm
Warren
Windsor Lodge
Swing Bridge Cottages
Basingstoke Common
Hatch
Hush Farm
Moorhams Cottage
Nunnery Hill
War Memorial Park
Black Dam
Folley Cottages
Deane Down Farm
Beach Arms Hotel
The Cottage
Oakley Lodge
Battledown Farm
Oakley
East Oakley
Home Farm
Keeper's Cottage
East Lodge
Blackdown Farm
The Searchlight Bungalow
Hackwood Farm
Roundtown
Down Farm
Breach Farm
Kempshott
Paradise Cottage
Polly Peacham's Garden
Hackwood Park
Pardown
Cliddesden Hill
Cliddesden
Station Manor
Swallick Wood
Tunworth
Bull's Bushes Farm
South Wood
Hidden Hill
Winslade
Dower Farm
Swallick Farm
White Hill
Winslade Cottages
Southwood Farm
New Cottages
Northgate
Broadmere
Farleigh Mortimer
Kennel Farm House
Oakdown Farm
The Lodge
Allwood Copse
Poor Hill
Reeds Farm
Haydown
Village Farm
0 0.3 0.6 1.2 1.8 2.4
Kilometres

Legend

🟦 Local Plan Site Allocations

Population Density (persons per ha)

🟨 50 - 100

🟧 100+

Workplace Density (Persons per ha)

▨ 20 - 50

▨ 50+

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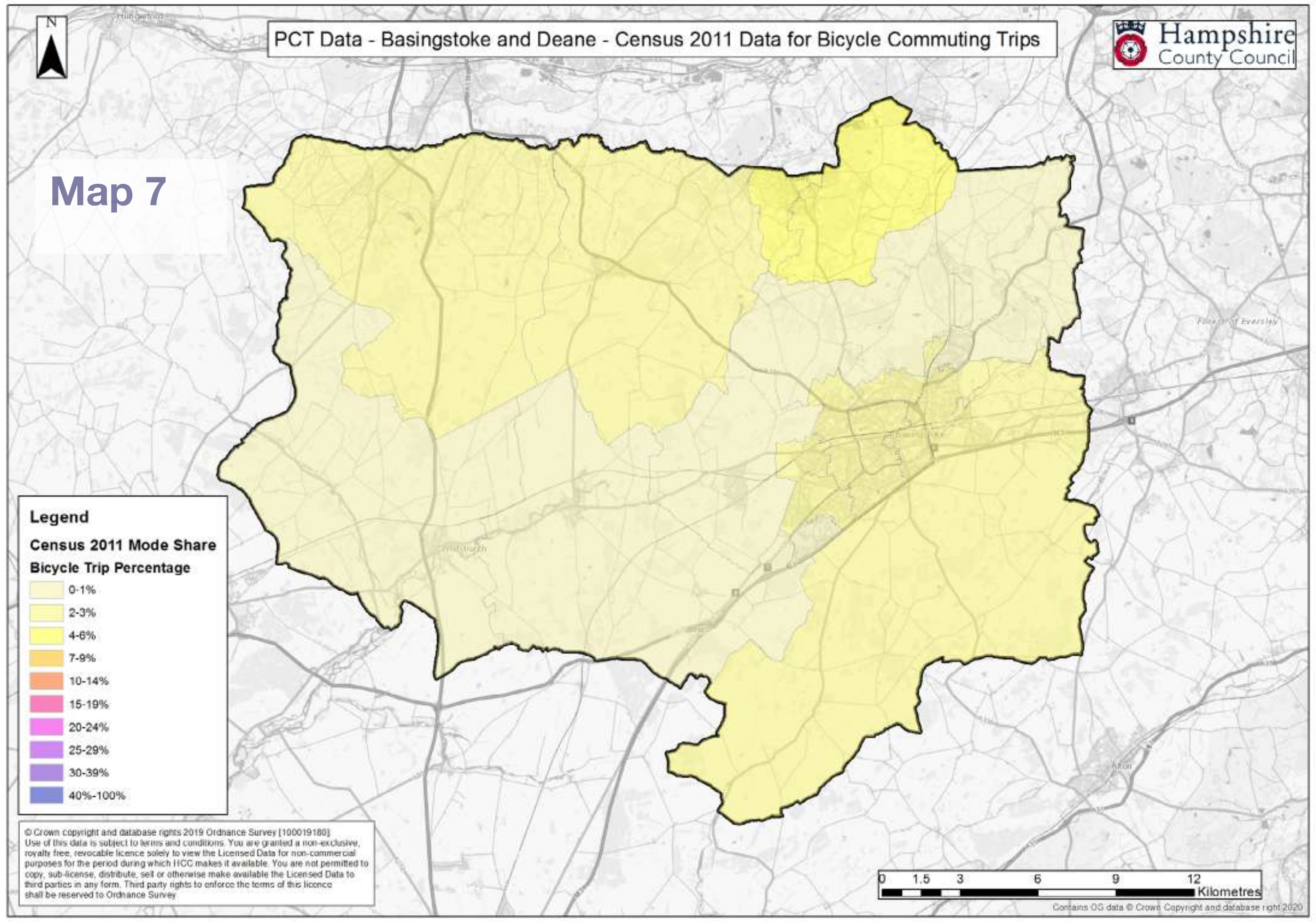
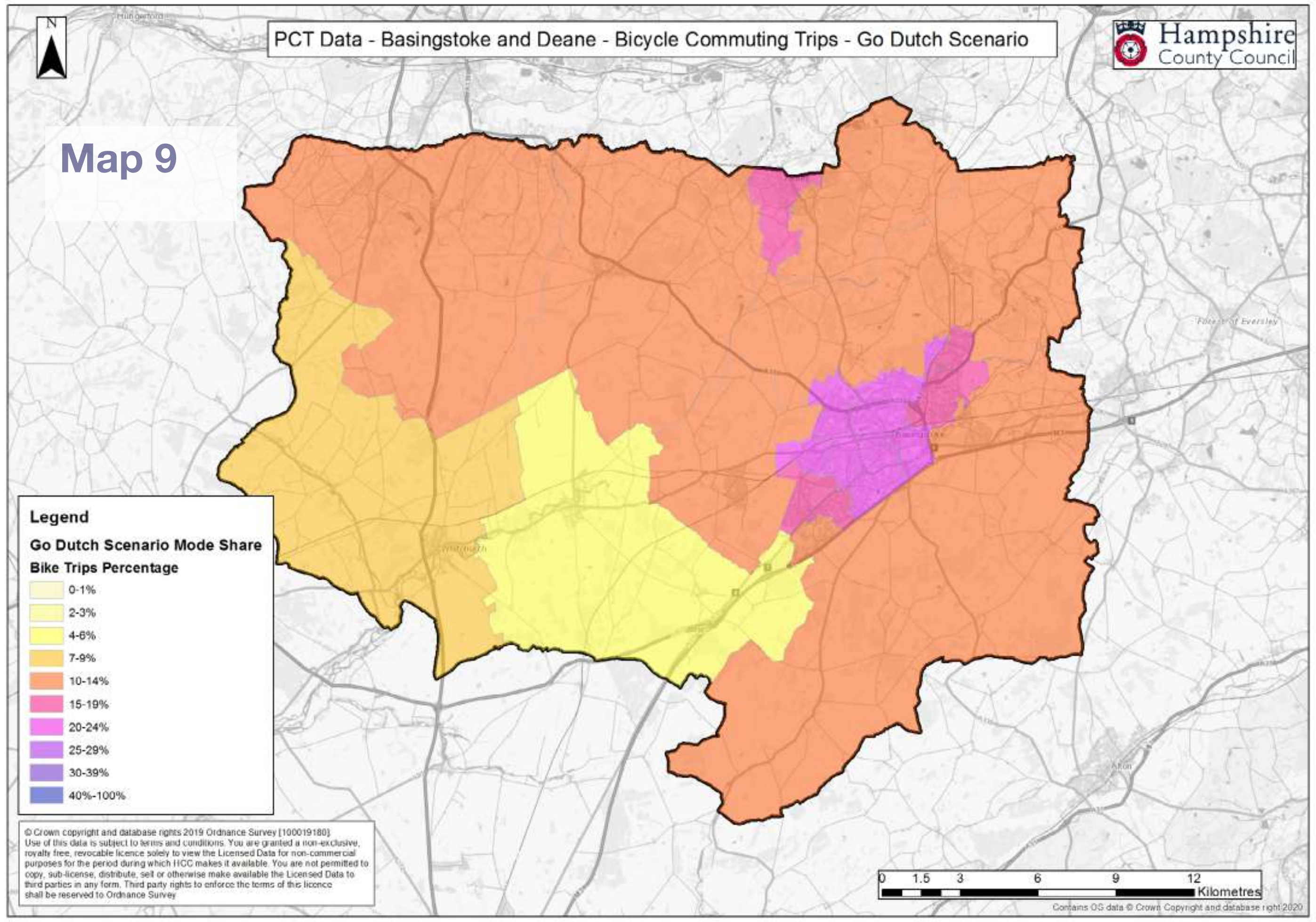
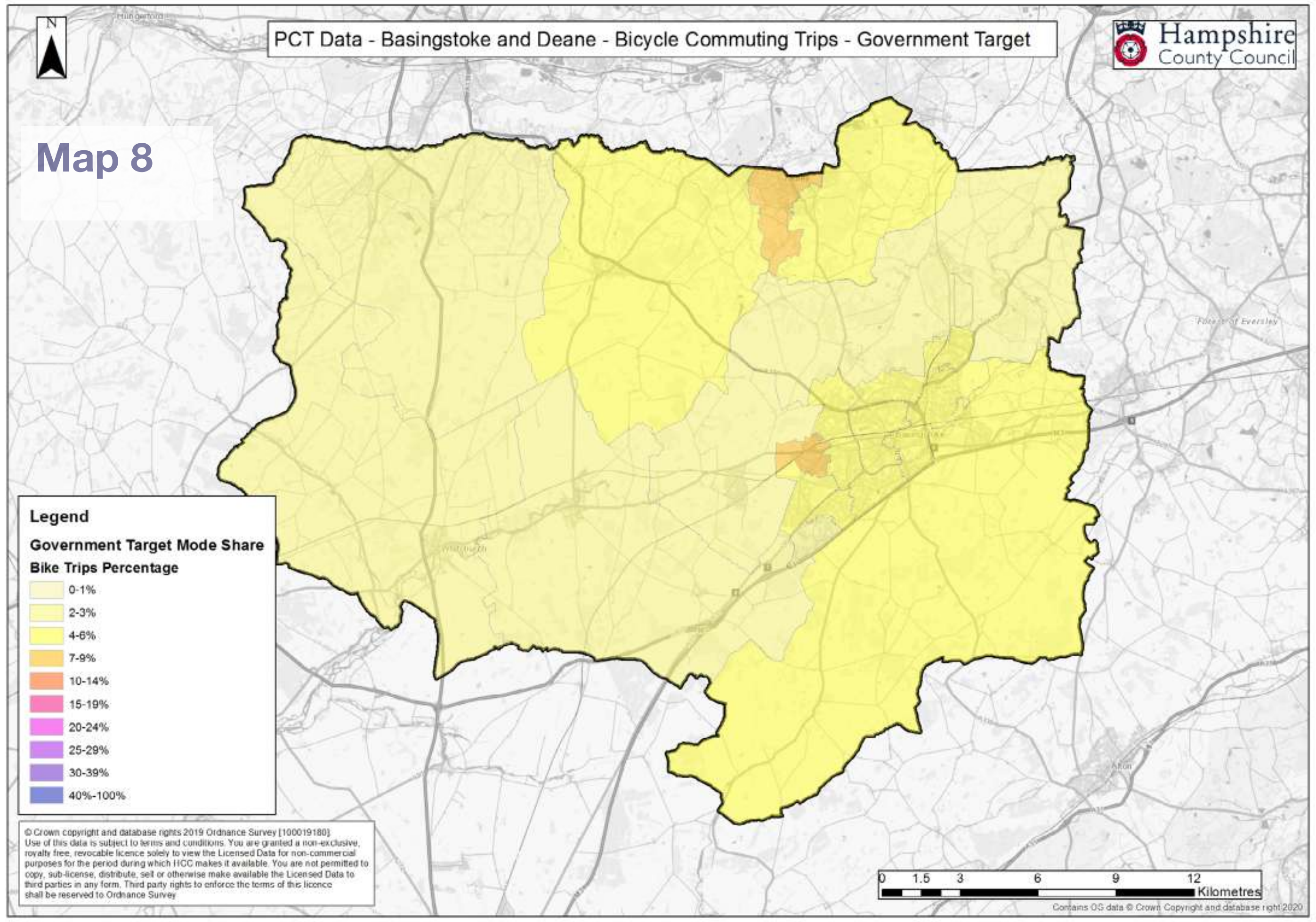

PCT Data - Basingstoke and Deane - Census 2011 Data for Bicycle Commuting Trips
Hampshire County Council
Map 7
Legend
Census 2011 Mode Share
Bicycle Trip Percentage
0-1%
2-3%
4-6%
7-9%
10-14%
15-19%
20-24%
25-29%
30-39%
40%-100%
0 1.5 3 6 9 12 Kilometres


PCT Data - Basingstoke and Deane - Bicycle Commuting Trips - Go Dutch Scenario
Hampshire County Council
Map 9
Legend
Go Dutch Scenario Mode Share
Bike Trips Percentage
0-1%
2-3%
4-6%
7-9%
10-14%
15-19%
20-24%
25-29%
30-39%
40%-100%
0 1.5 3 6 9 12 Kilometres

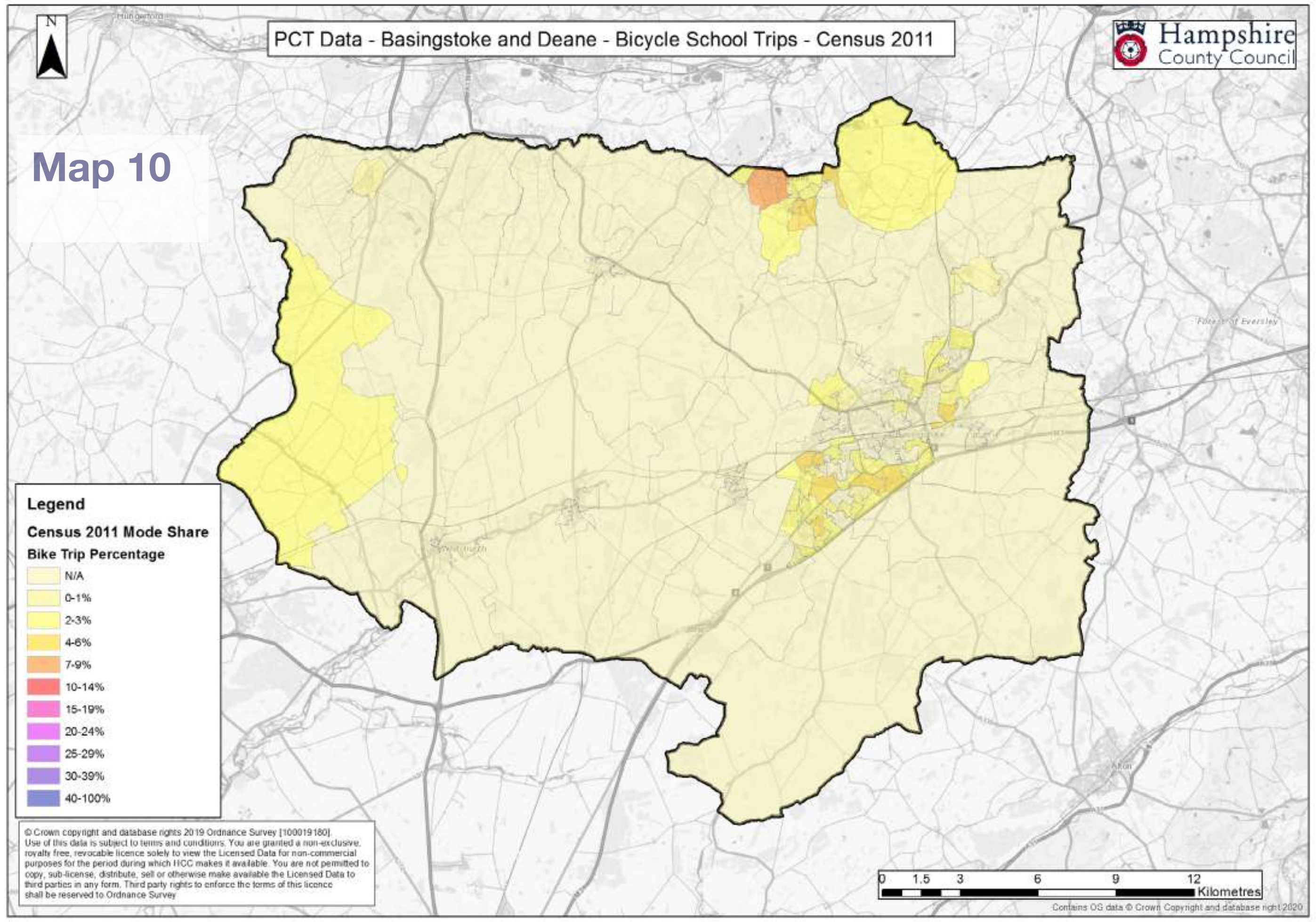

PCT Data - Basingstoke and Deane - Bicycle Commuting Trips - Government Target
Hampshire County Council
Map 8
Legend
Government Target Mode Share
Bike Trips Percentage
0-1%
2-3%
4-6%
7-9%
10-14%
15-19%
20-24%
25-29%
30-39%
40%-100%
0 1.5 3 6 9 12 Kilometres

Propensity to Cycle Tool Analysis

PCT Commute Zone Data - Basingstoke and Deane Borough

Propensity to Cycle tool commute data shows that in 2011, cycling made up less than 3% of mode share for work trips throughout the borough, which is comparable with the national average cycling mode share for commuter trips. The Government Target reflects the cycling mode share that would be required to achieve a doubling of cycling nationally, as set out in the Department for Transport’s Cycling Delivery Plan. Whilst all of the zones shown in Map 8 experience an increase in cycle mode share in the Government Target scenario, Tadley and East Basingstoke show the highest percentage of cycle commuter trips at between 7-9%.

In the Go Dutch PCT scenario, Basingstoke and Tadley would see a substantial uplift in cycling to work mode share. In Tadley, there is potential for 15-19% of work trips to be cycled. Overton and Whitchurch would also see at least a three-fold increase of bicycle trip mode share in this scenario. This projected uplift indicates a strong demand for cycling across Basingstoke if Dutch-style cycling interventions were implemented.


PCT Data - Basingstoke and Deane - Bicycle School Trips - Census 2011
Hampshire County Council
Map 10
N
Legend
Census 2011 Mode Share
Bike Trip Percentage
N/A
0-1%
2-3%
4-6%
7-9%
10-14%
15-19%
20-24%
25-29%
30-39%
40-100%
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0 1.5 3 6 9 12
Kilometres
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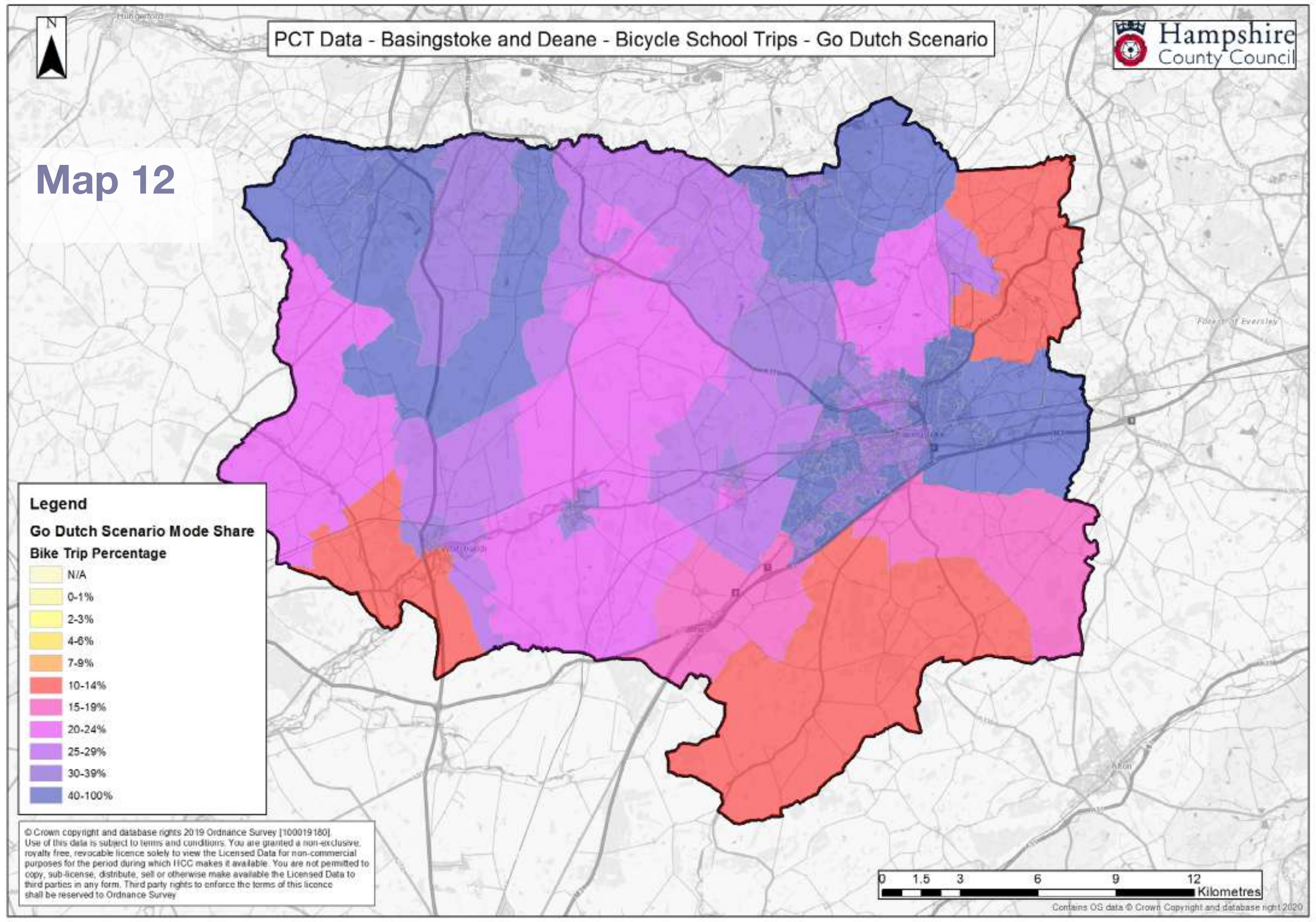
PCT Data - Basingstoke and Deane - Bicycle School Trips - Go Dutch Scenario
Hampshire County Council
Map 12
N
Legend
Go Dutch Scenario Mode Share
Bike Trip Percentage
N/A
0-1%
2-3%
4-6%
7-9%
10-14%
15-19%
20-24%
25-29%
30-39%
40-100%
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0 1.5 3 6 9 12
Kilometres
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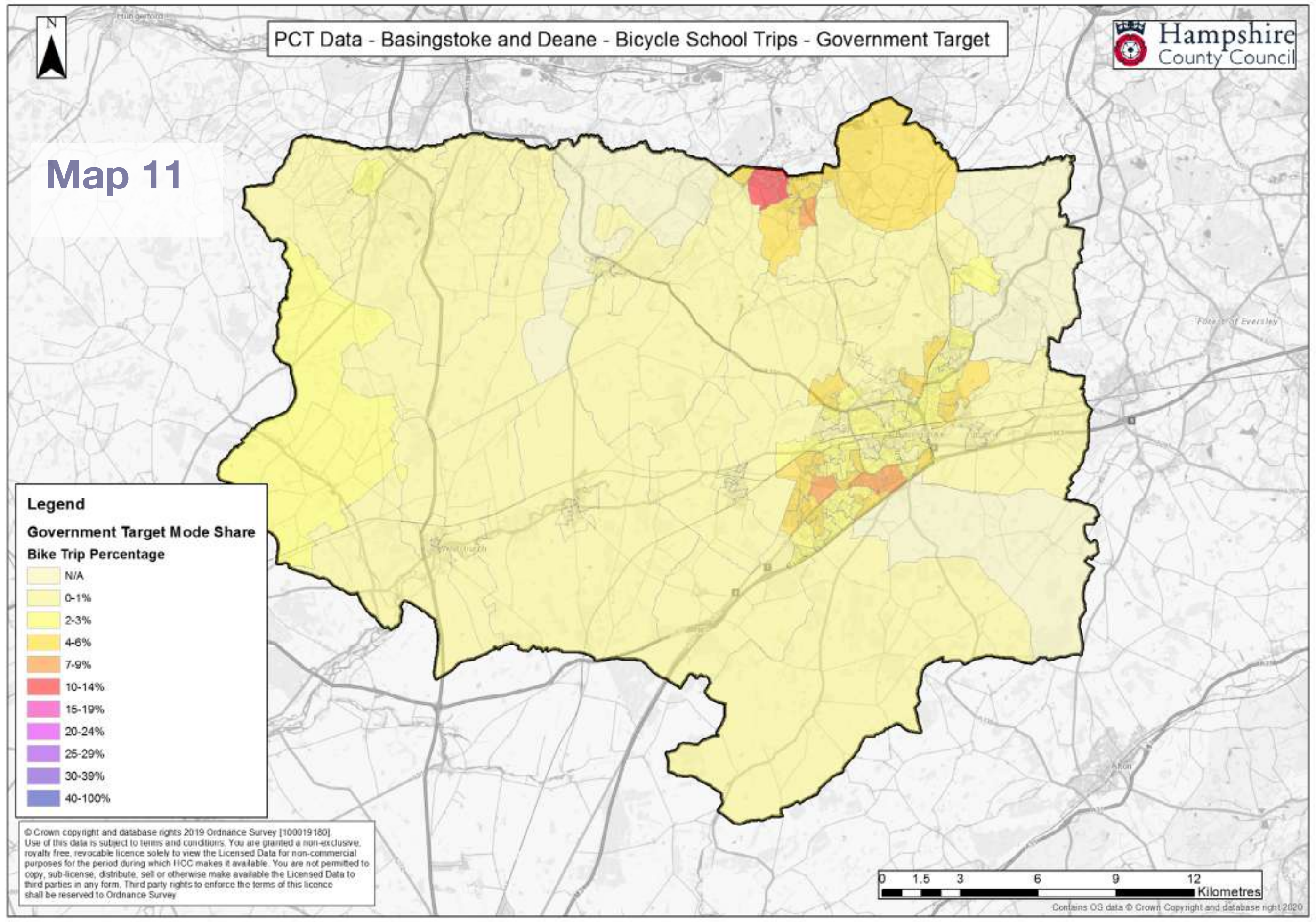
PCT Data - Basingstoke and Deane - Bicycle School Trips - Government Target
Hampshire County Council
Map 11
N
Legend
Government Target Mode Share
Bike Trip Percentage
N/A
0-1%
2-3%
4-6%
7-9%
10-14%
15-19%
20-24%
25-29%
30-39%
40-100%
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0 1.5 3 6 9 12
Kilometres
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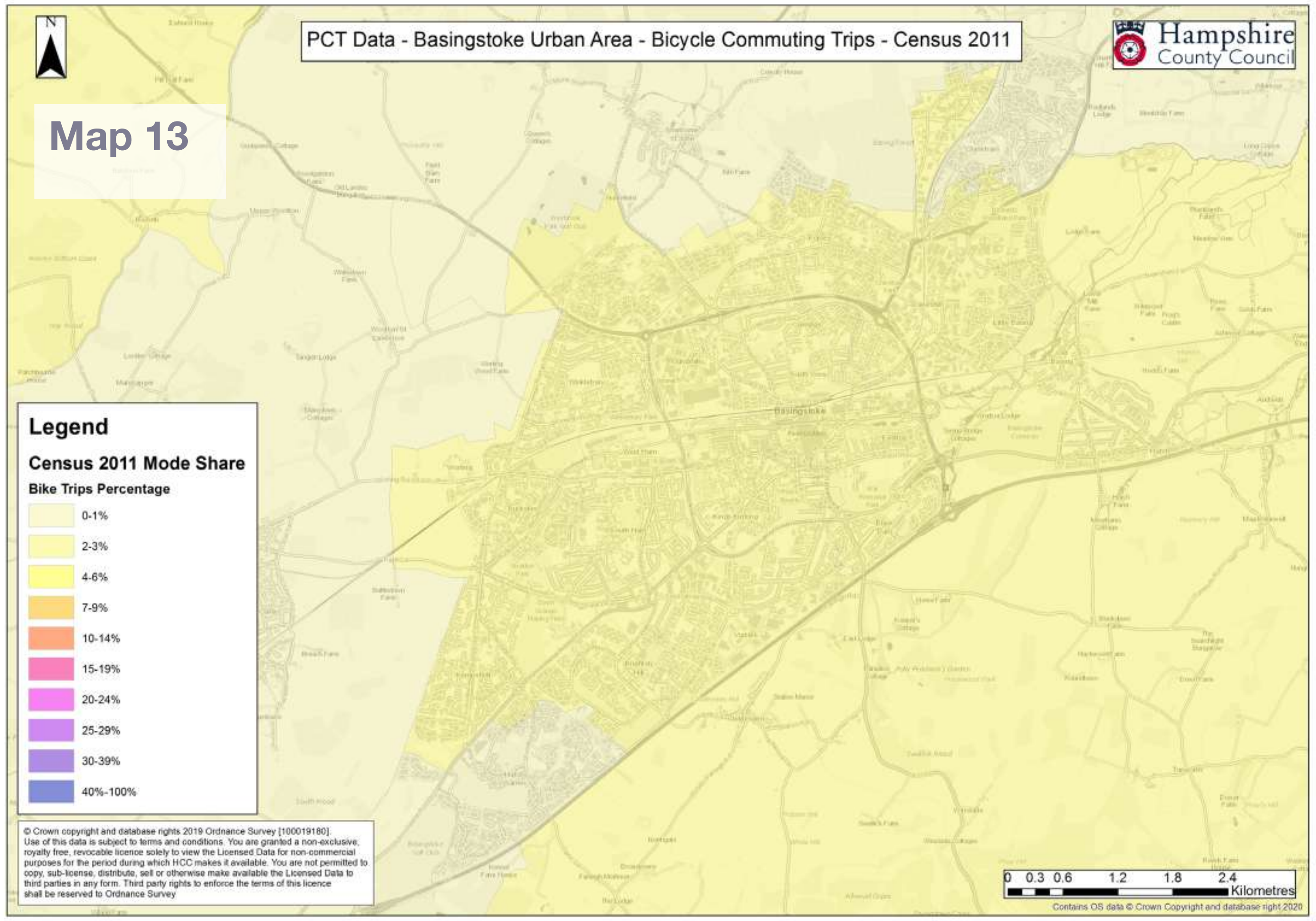
PCT School Zone Data - Basingstoke and Deane Borough

Propensity to Cycle tool schools data shows that in 2011, cycling made up a small share of school trips across the borough. Tadley had the greatest percentage of bicycle trips to school at 7 to 9%.

In the Government Target scenario, an increase in cycle mode share across the borough could be expected, with some areas of Tadley achieving between 10-14% cycling mode share. In the Go Dutch PCT scenario, Basingstoke town and Tadley could see school cycling trip mode share increase to over 40%.


PCT Data - Basingstoke Urban Area - Bicycle Commuting Trips - Census 2011
Hampshire County Council
Map 13
N
Legend
Census 2011 Mode Share
Bike Trips Percentage
0-1%
2-3%
4-6%
7-9%
10-14%
15-19%
20-24%
25-29%
30-39%
40%-100%
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0 0.3 0.6 1.2 1.8 2.4
Kilometres
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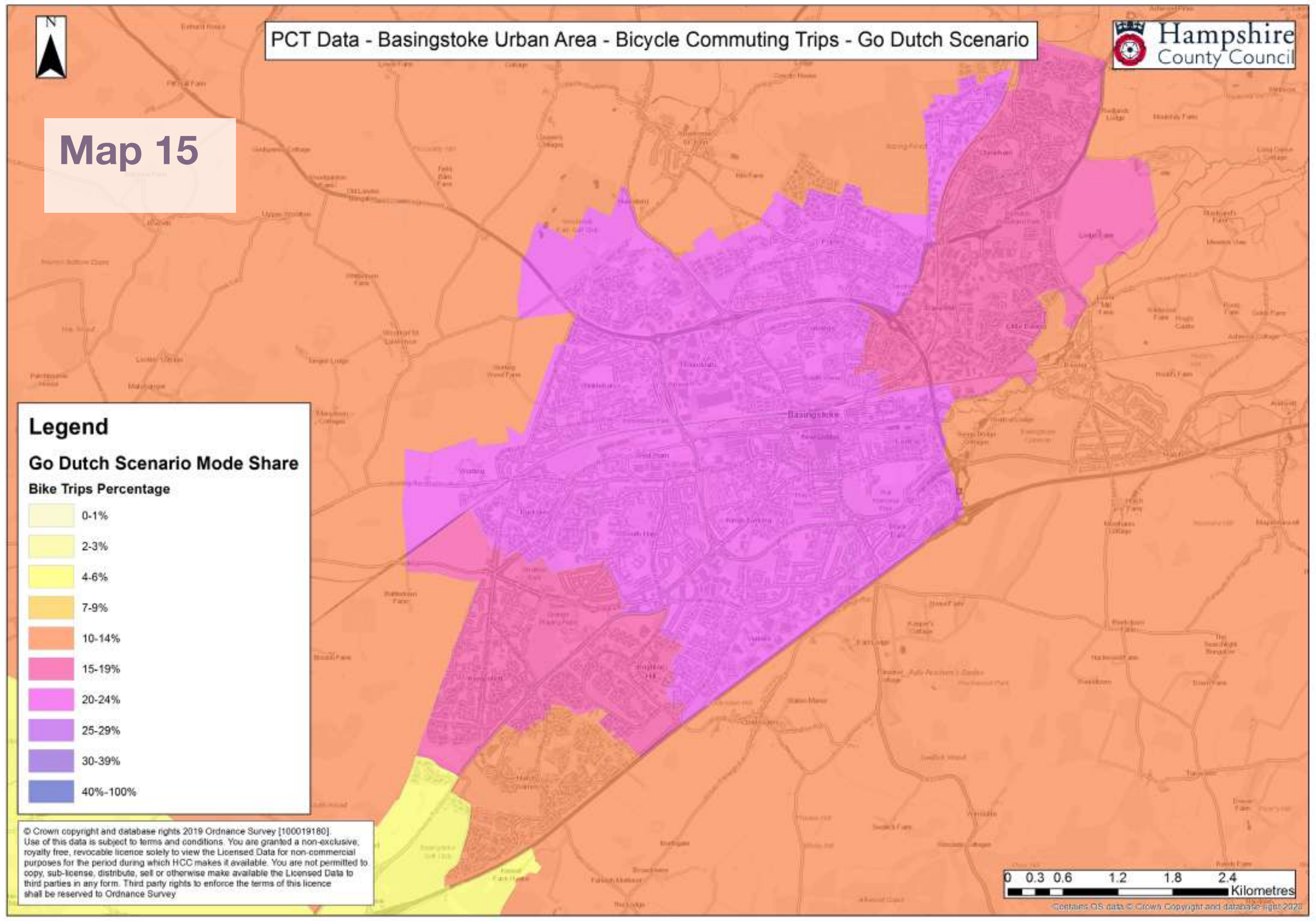
PCT Data - Basingstoke Urban Area - Bicycle Commuting Trips - Go Dutch Scenario
Hampshire County Council
Map 15
N
Legend
Go Dutch Scenario Mode Share
Bike Trips Percentage
0-1%
2-3%
4-6%
7-9%
10-14%
15-19%
20-24%
25-29%
30-39%
40%-100%
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0 0.3 0.6 1.2 1.8 2.4
Kilometres
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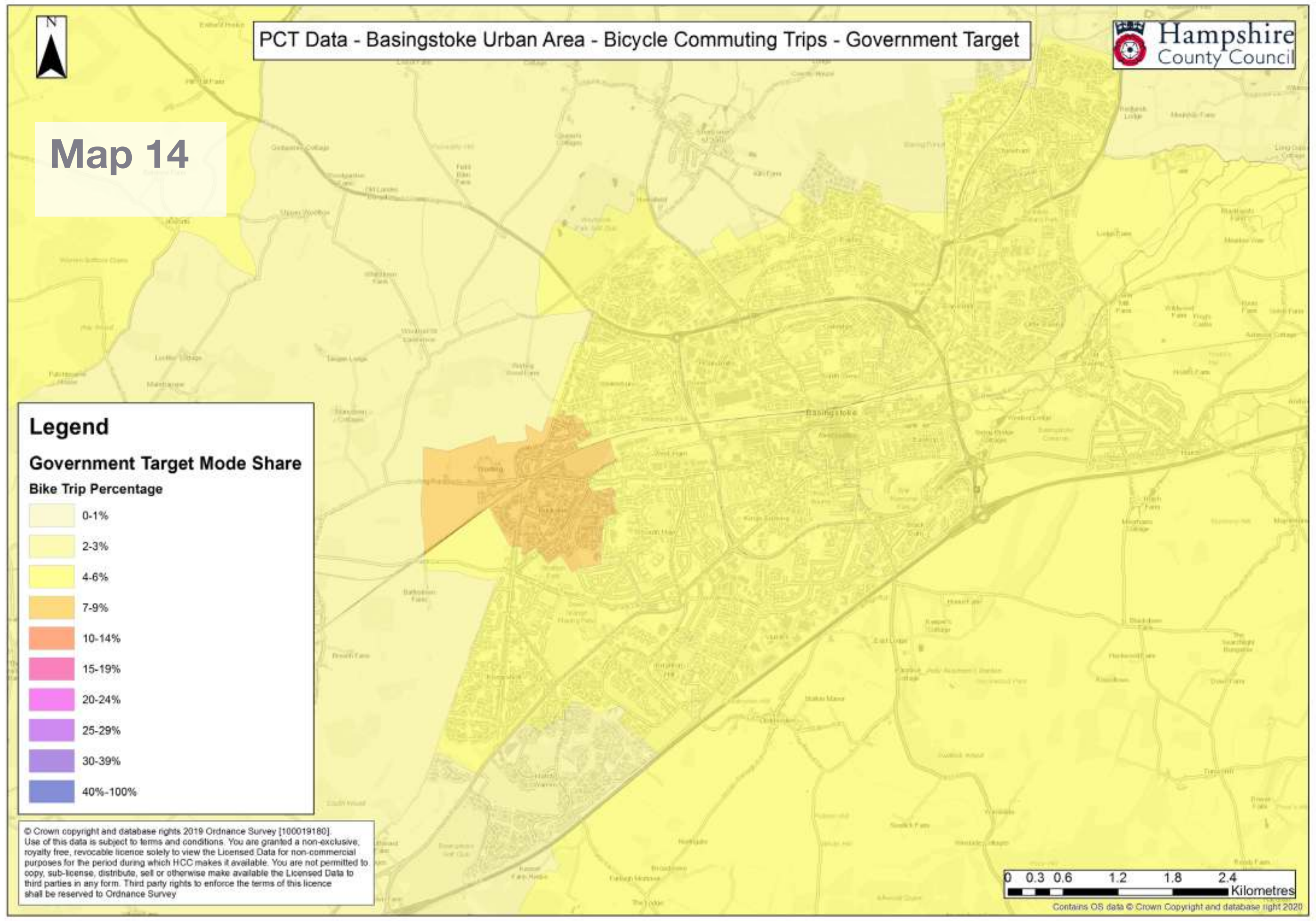
PCT Data - Basingstoke Urban Area - Bicycle Commuting Trips - Government Target
Hampshire County Council
Map 14
N
Legend
Government Target Mode Share
Bike Trip Percentage
0-1%
2-3%
4-6%
7-9%
10-14%
15-19%
20-24%
25-29%
30-39%
40%-100%
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0 0.3 0.6 1.2 1.8 2.4
Kilometres
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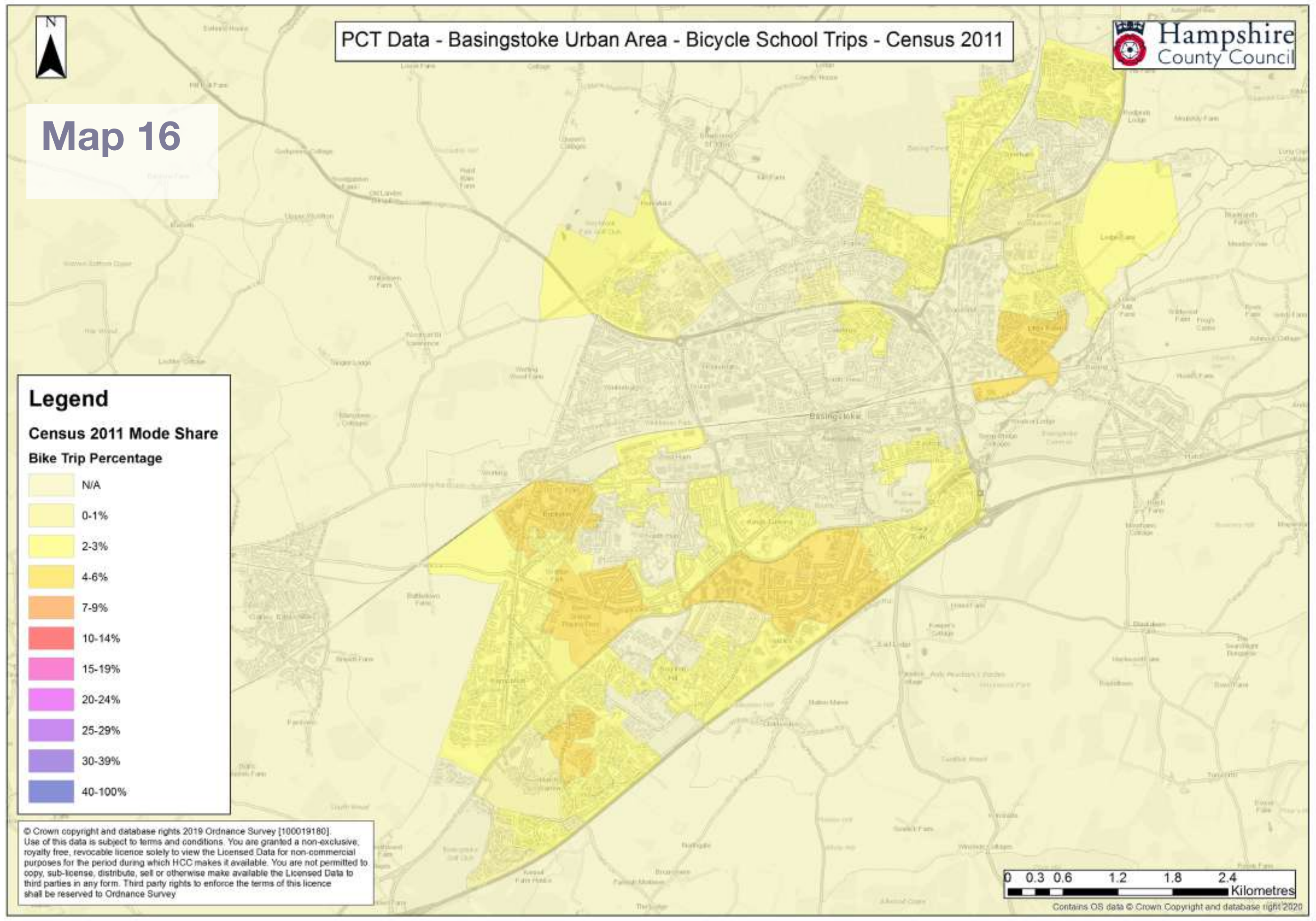
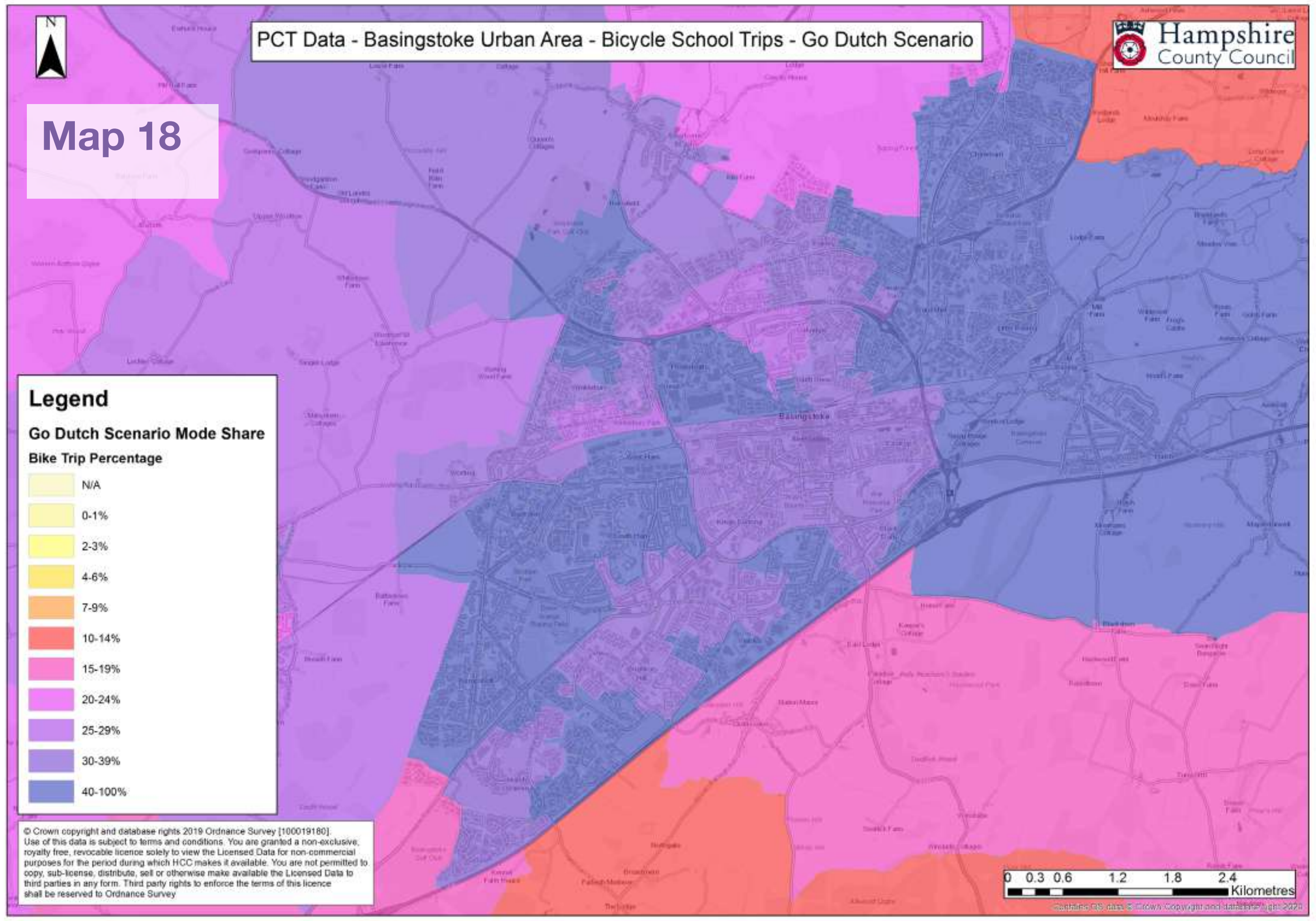
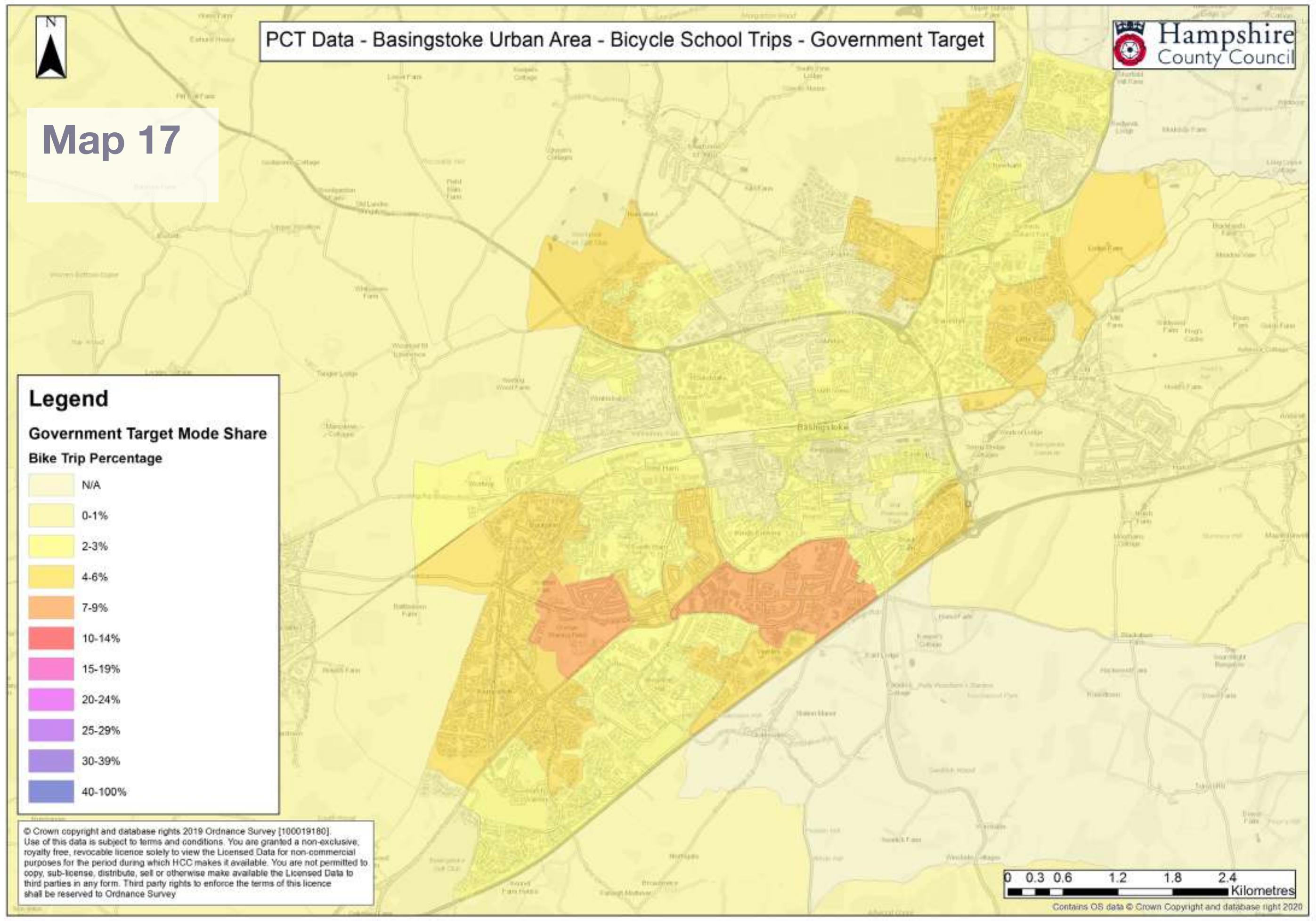
PCT Commute Zone Data - Basingstoke Town

Propensity to Cycle tool commute data shows that in 2011, cycling made up less than 3% of mode share for work trips within Basingstoke. In the Government Target scenario, there is a modest increase in cycle mode share with the majority of zones within Basingstoke showing 4-6% cycle mode share. Buckskin and Worting are shown to have the greatest increase in cycle mode share in the Government Target scenario; from 2-3% to 7-9%.

In the Go Dutch PCT scenario, all of Basingstoke would see a substantial uplift in cycle to work mode share, with over 25% mode share in central Basingstoke. In Chineham, Daneshill, Kempshott and Brighton Hill, cycle to work trips would comprise 15 to 19% of mode share. This projected uplift indicates a strong demand for cycling across Basingstoke if Dutch-style cycling interventions are implemented.


PCT Data - Basingstoke Urban Area - Bicycle School Trips - Census 2011
Hampshire County Council
Map 16
Legend
Census 2011 Mode Share
Bike Trip Percentage
N/A
0-1%
2-3%
4-6%
7-9%
10-14%
15-19%
20-24%
25-29%
30-39%
40-100%
0 0.3 0.6 1.2 1.8 2.4 Kilometres
Contains OS data © Crown Copyright and database right 2020


PCT Data - Basingstoke Urban Area - Bicycle School Trips - Go Dutch Scenario
Hampshire County Council
Map 18
Legend
Go Dutch Scenario Mode Share
Bike Trip Percentage
N/A
0-1%
2-3%
4-6%
7-9%
10-14%
15-19%
20-24%
25-29%
30-39%
40-100%
0 0.3 0.6 1.2 1.8 2.4 Kilometres


PCT Data - Basingstoke Urban Area - Bicycle School Trips - Government Target
Hampshire County Council
Map 17
Legend
Government Target Mode Share
Bike Trip Percentage
N/A
0-1%
2-3%
4-6%
7-9%
10-14%
15-19%
20-24%
25-29%
30-39%
40-100%
0 0.3 0.6 1.2 1.8 2.4 Kilometres
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PCT Schools Zone Data - Basingstoke Town

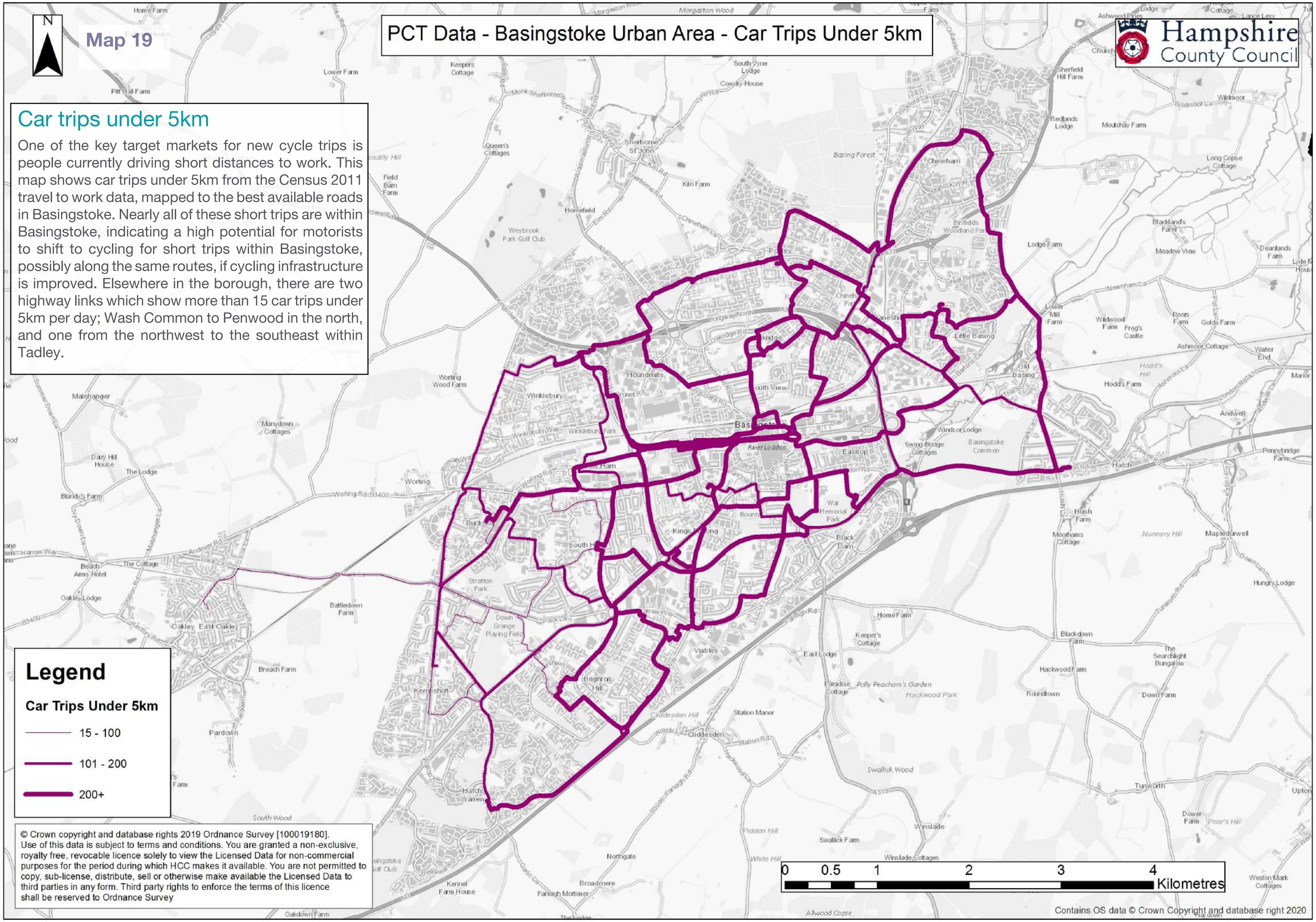
Propensity to Cycle tool schools data shows that in 2011, cycling made up a small share of school trips. In most areas of Basingstoke cycling was less than 6% of the overall mode share. In the Government Target scenario, school bicycle trip mode share across Basingstoke would likely double in most zones, with particularly marked increases in the northeast and southwest areas of Basingstoke. In the Go Dutch PCT scenario, northeast and southwest Basingstoke would likely see school cycling trip mode share increase to over 40% of all school trips.

Map 19

PCT Data - Basingstoke Urban Area - Car Trips Under 5km

Car trips under 5km

One of the key target markets for new cycle trips is people currently driving short distances to work. This map shows car trips under 5km from the Census 2011 travel to work data, mapped to the best available roads in Basingstoke. Nearly all of these short trips are within Basingstoke, indicating a high potential for motorists to shift to cycling for short trips within Basingstoke, possibly along the same routes, if cycling infrastructure is improved. Elsewhere in the borough, there are two highway links which show more than 15 car trips under 5km per day; Wash Common to Penwood in the north, and one from the northwest to the southeast within Tadley.


N
Hampshire County Council
Home Farm
Lower Farm
Pitt Hall Farm
Keepers Cottage
Morgaston Wood
South Vyne Lodge
Cowdry House
Sherborne St John
Kiln Farm
Queen's Cottages
Homefield
Weybrook Park Golf Club
Basing Forest
Chineham
Binfields Woodland Park
Sherfield Hill Farm
Redlands Lodge
Moulshay Farm
Wildmoor
Long Copse Cottage
Blacklands Farm
Meadow View
Deanlands Farm
Lodge Farm
Popley
Lower Mill Farm
Wildwood Farm
Frog's Castle
Roots Farm
Golds Farm
Ashmoor Cottage
Water End
Little Basing
Old Basing
Hodd's Farm
Andwell
Worting Wood Farm
Winklebury
Houndmills
South View
Basingstoke
River Loddon
Eastrop
Winds of Lodge
Swing Bridge Cottages
Basingstoke Common
Hatch
Pennybridge Farm
Malshanger
Manydown Cottages
Dairy Hill House
The Lodge
Worting
Blandy's Farm
Buckskin
South Ham
Kings Furlong
War Memorial Park
Black Dam
Hush Farm
Moothams Cottage
Nunnery Hill
Mapledurwell
Beach Arms Hotel
The Cottage
Oakley Lodge
Oakley
East Oakley
Stratton Park
Battledown Farm
Down Grange Playing Field
Home Farm
Keeper's Cottage
Hungry Lodge
Breach Farm
Kempshott
Brighton Hill
Viables
East Lodge
Blackdown Farm
The Searchlight Bungalow
Hackwood Farm
Roundtown
Down Farm
Paradise Cottage
Polly Peacham's Garden
Hackwood Park
Pardown
Cliddesden Hill
Cliddesden
Station Manor
Swallick Wood
Tunworth
Upton
Hatch Warren
Dower Farm
Prior's Hill
South Wood
Pidden Hill
Winslade
Swallick Farm
Winslade Cottages
White Hill
Northgate
Kennel Farm House
Broadmere
Farleigh Mortimer
Weston Mark Cottages
Allwood Copse
Oakdown Farm
Worting Rd B3400
Harrow Way
0
0.5
1
2
3
4
Kilometres

Legend

Car Trips Under 5km

— 15 - 100

━ 101 - 200

▬ 200+

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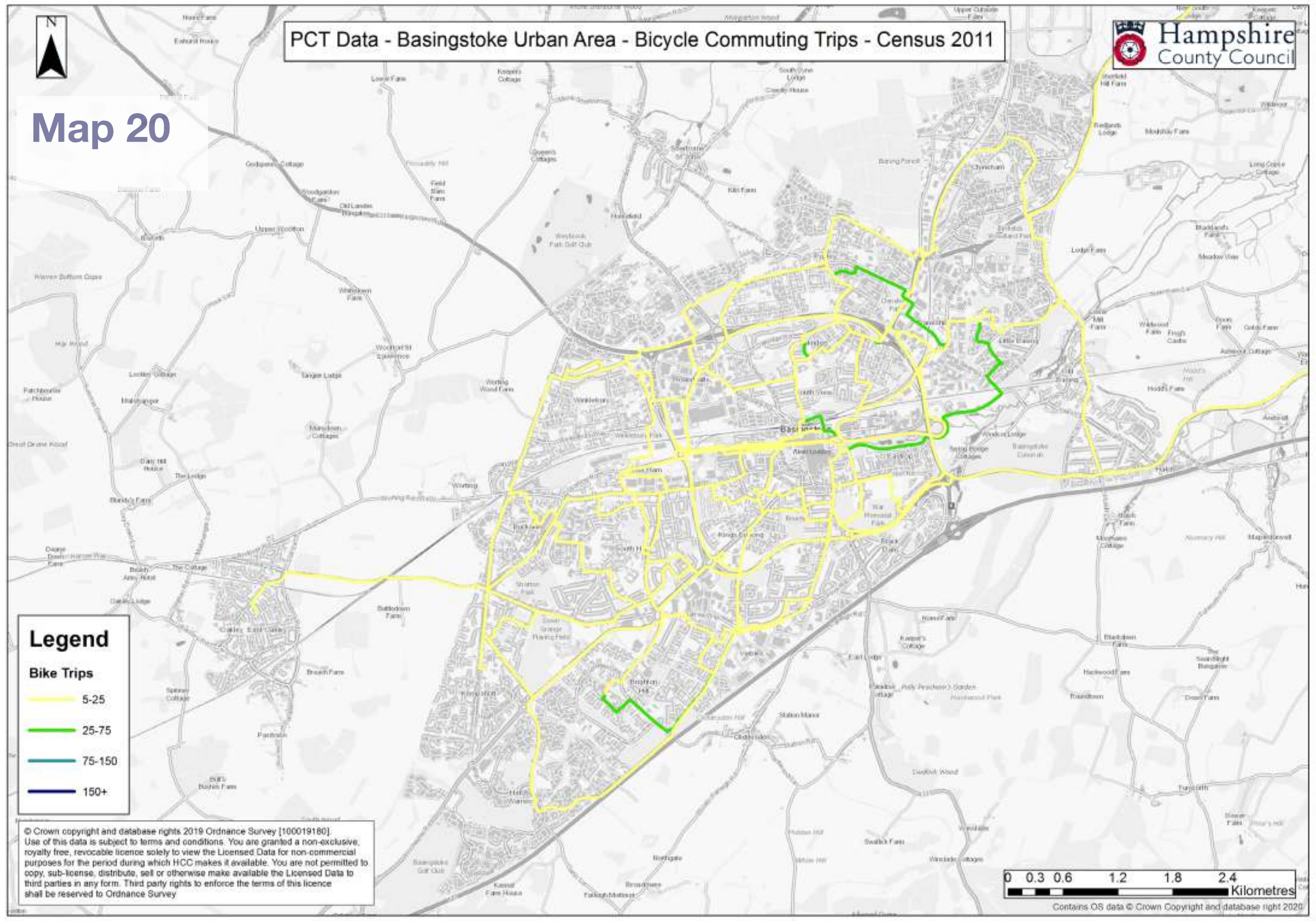
PCT Data - Basingstoke Urban Area - Bicycle Commuting Trips - Census 2011
Map 20
N
Hampshire County Council
Legend
Bike Trips
5-25
25-75
75-150
150+
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0 0.3 0.6 1.2 1.8 2.4 Kilometres
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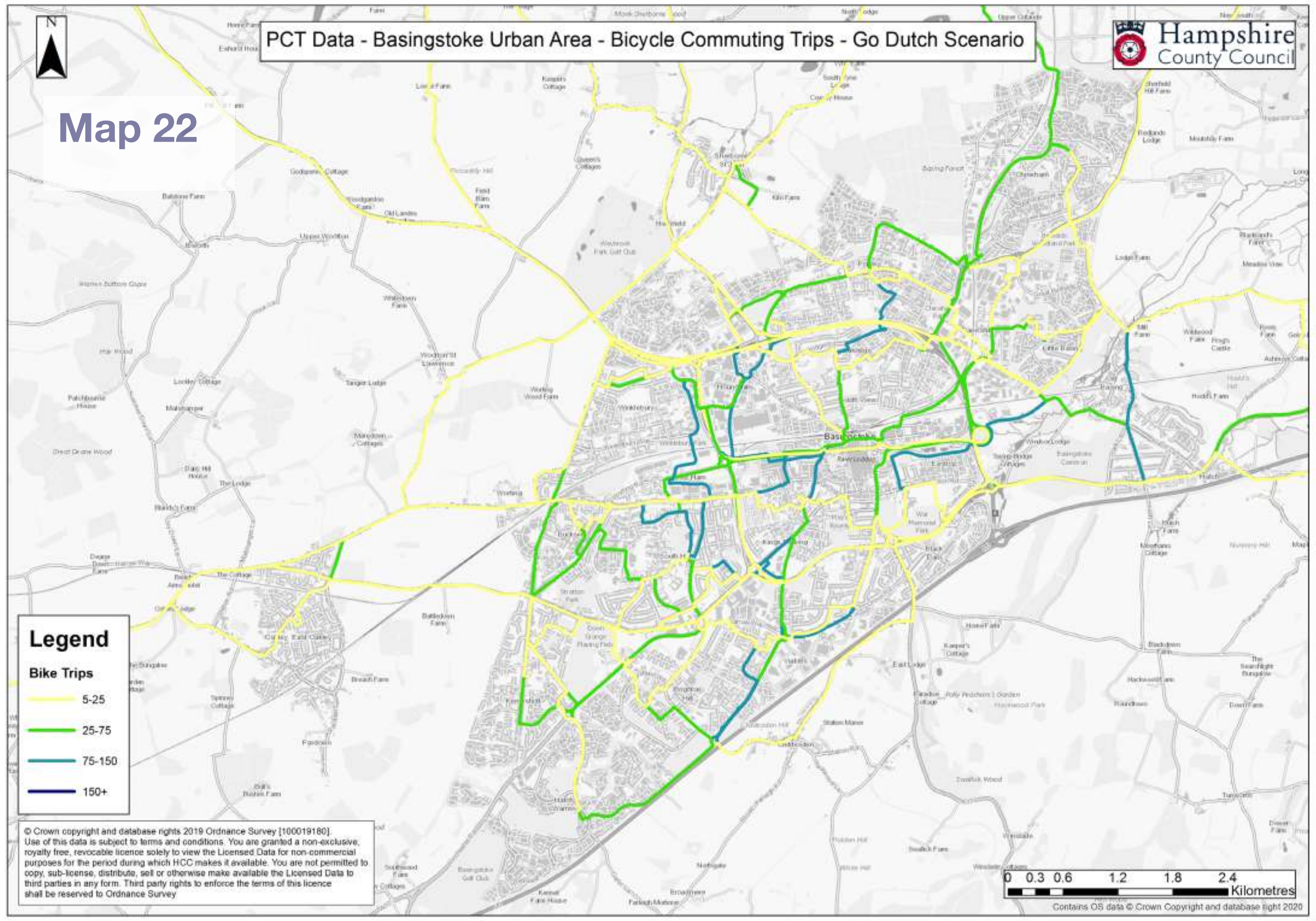
PCT Data - Basingstoke Urban Area - Bicycle Commuting Trips - Go Dutch Scenario
Map 22
N
Hampshire County Council
Legend
Bike Trips
5-25
25-75
75-150
150+
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0 0.3 0.6 1.2 1.8 2.4 Kilometres
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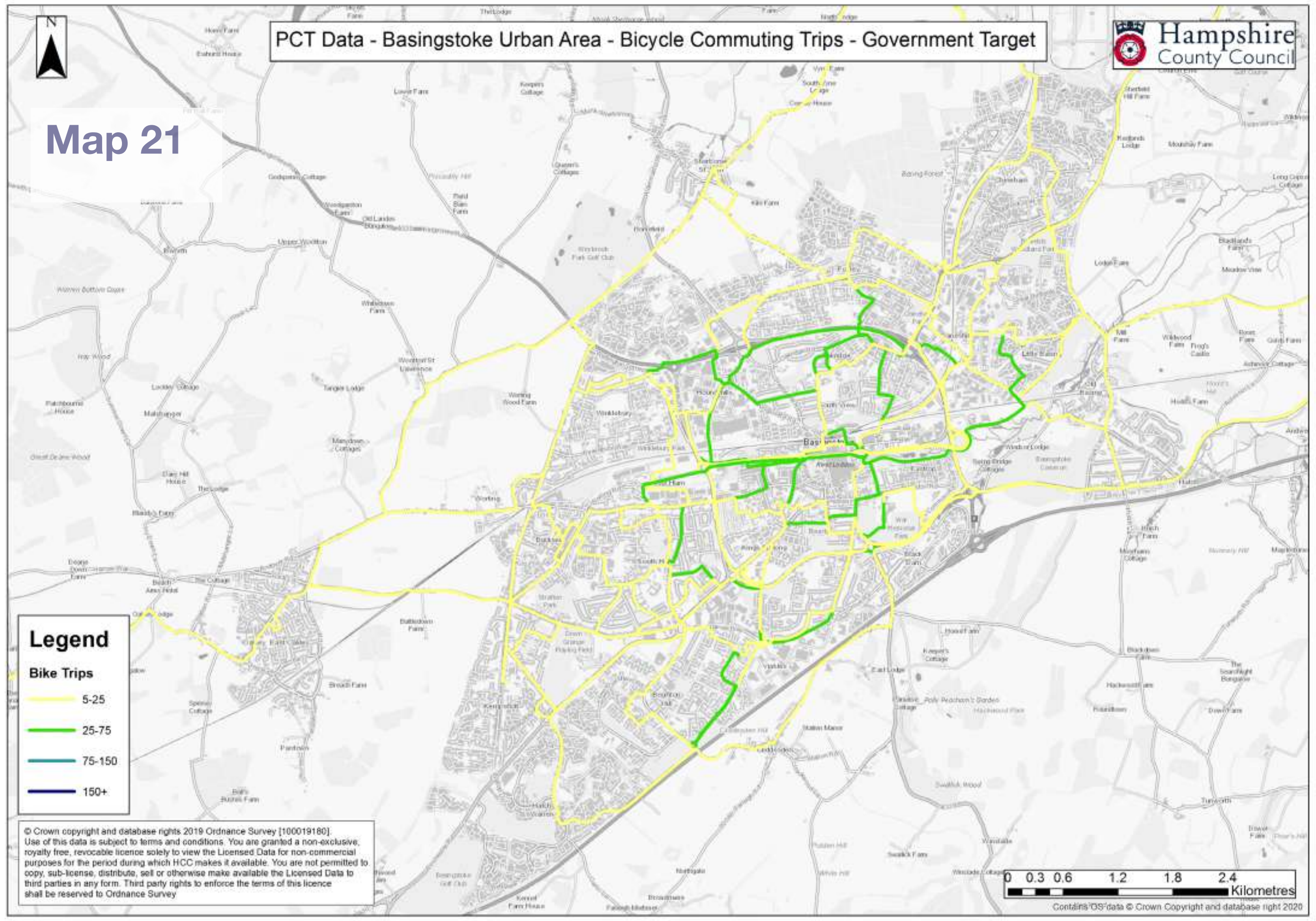
PCT Data - Basingstoke Urban Area - Bicycle Commuting Trips - Government Target
Map 21
N
Hampshire County Council
Legend
Bike Trips
5-25
25-75
75-150
150+
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0 0.3 0.6 1.2 1.8 2.4 Kilometres
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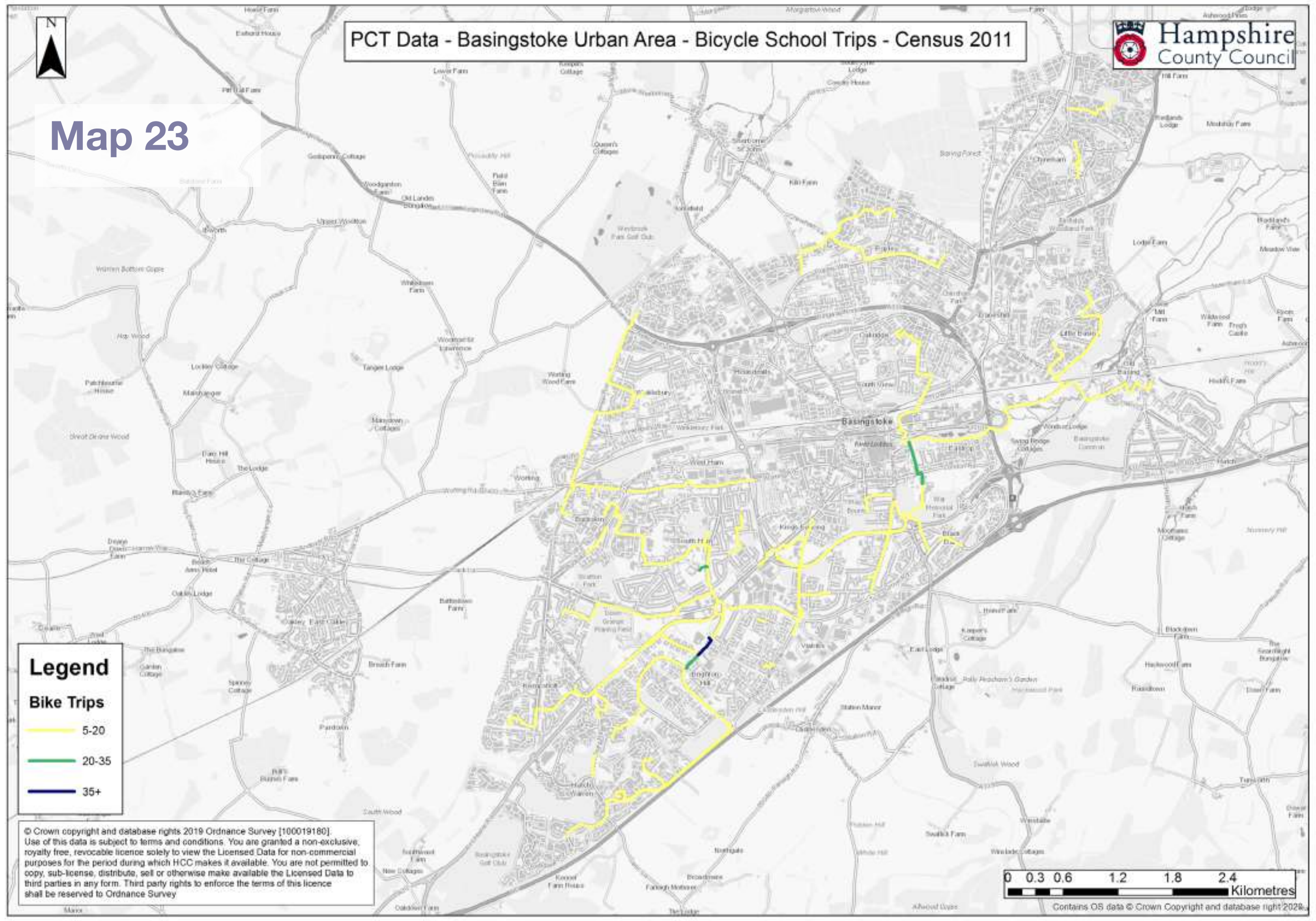
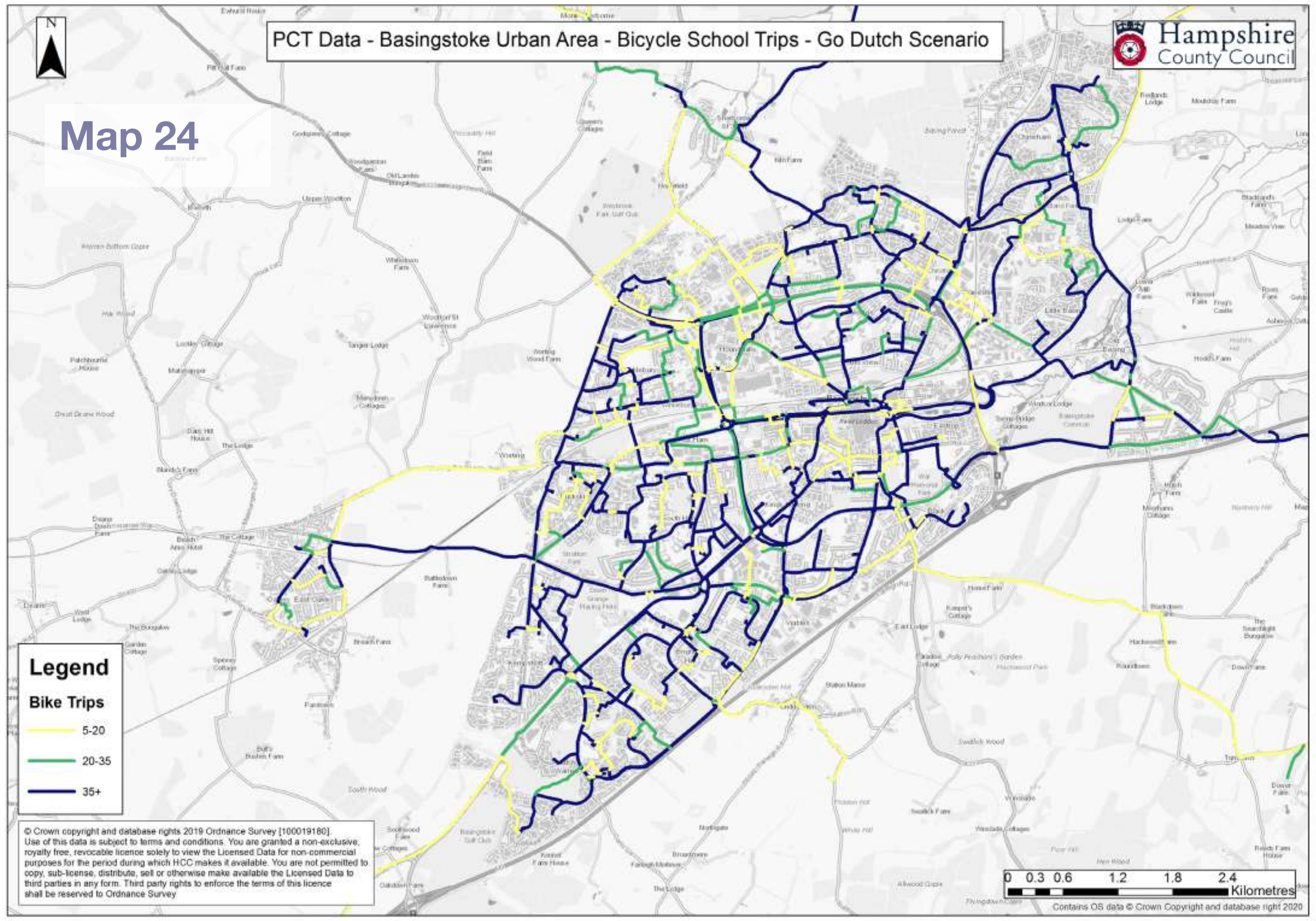
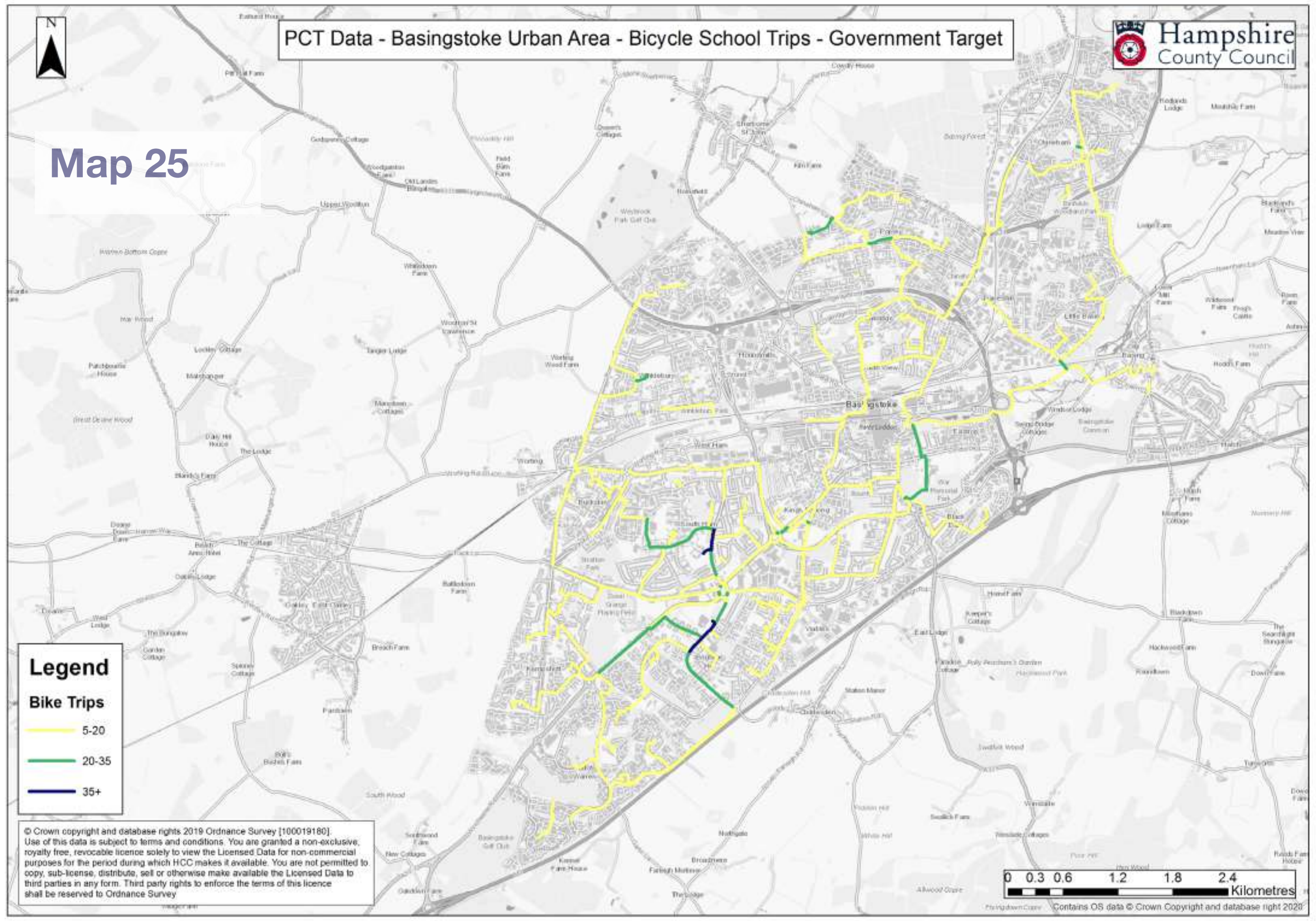
PCT Commute Data Routes - Basingstoke Town

Propensity to Cycle tool commute data shows that in 2011 very few roads had a high volume of cycle trips. Routes with relatively higher numbers of commuting trips included Eastrop Park and Popley Way, which both have dedicated cycling infrastructure. In the Government Target scenario, many of the routes identified through the census 2011 data are estimated to experience a significant increase in the number of cycle trips, particularly in the town centre. More rural routes, such as Wootton One Mile and Ibworth Lane, and Rooksdown Lane outside of the Basingstoke town centre are expected to show an increase in cycle trips in the Government Target scenario. In the Go Dutch scenario, several key routes emerge that could see a significant potential uplift in cycling. The Harrow Way, Hatch Warren Way and routes through the leisure centre would likely see a three-fold increase in commute trips by bicycle. Old Kempshott Lane in the west and the A33 in the north would also see a noticeable increase in cycle trips.


PCT Data - Basingstoke Urban Area - Bicycle School Trips - Census 2011
Hampshire County Council
Map 23
Legend
Bike Trips
5-20
20-35
35+
0 0.3 0.6 1.2 1.8 2.4 Kilometres
Basingstoke


PCT Data - Basingstoke Urban Area - Bicycle School Trips - Go Dutch Scenario
Hampshire County Council
Map 24
Legend
Bike Trips
5-20
20-35
35+
0 0.3 0.6 1.2 1.8 2.4 Kilometres


PCT Data - Basingstoke Urban Area - Bicycle School Trips - Government Target
Hampshire County Council
Map 25
Legend
Bike Trips
5-20
20-35
35+
0 0.3 0.6 1.2 1.8 2.4 Kilometres
Basingstoke

PCT Schools Data - Routes

Propensity to Cycle tool commute data shows that in 2011 very few roads had a high volume of cycle trips. Routes with relatively higher numbers of commuting trips included Eastrop Park and Popley Way, which both have dedicated cycling infrastructure. In the Government Target scenario, additional routes to the northeast and southwest of the town centre are shown when compared to the census 2011 data. In particular, Winchester Road and Worting Road show significant increases in school cycle trips from the census 2011 baseline. In the Go Dutch scenario, several key routes emerge that could see a significant potential uplift in cycling. The Harrow Way, Hatch Warren Way and routes through the leisure centre would likely see a three-fold increase in commute trips by bicycle. Old Kempshott Lane in the west and the A33 in the north would also see a noticeable increase in cycle trips.

Map 26

Collisions - Borough Wide

Casualties involving people walking and cycling

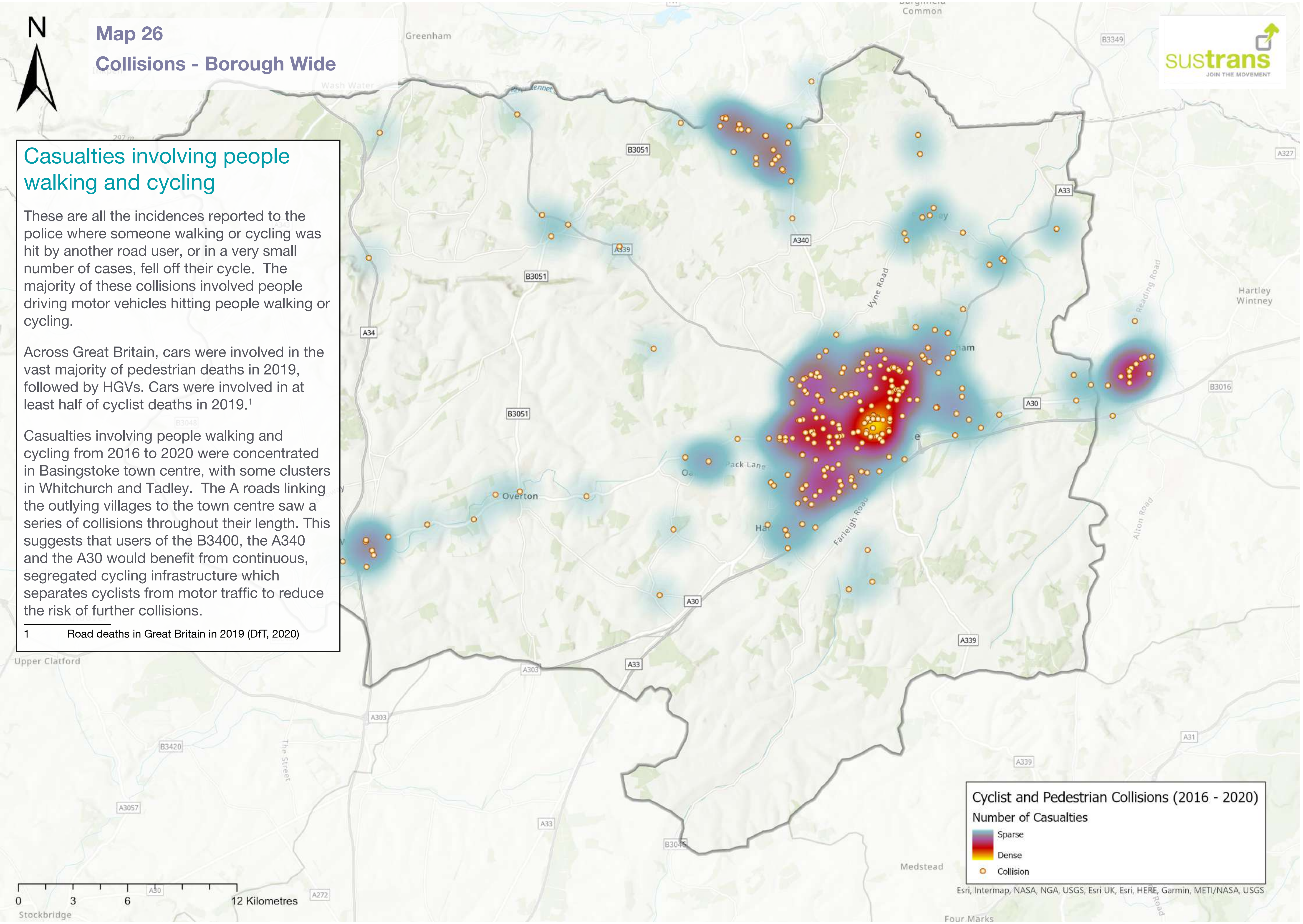
These are all the incidences reported to the police where someone walking or cycling was hit by another road user, or in a very small number of cases, fell off their cycle. The majority of these collisions involved people driving motor vehicles hitting people walking or cycling.

Across Great Britain, cars were involved in the vast majority of pedestrian deaths in 2019, followed by HGVs. Cars were involved in at least half of cyclist deaths in 2019.[1]

Casualties involving people walking and cycling from 2016 to 2020 were concentrated in Basingstoke town centre, with some clusters in Whitchurch and Tadley. The A roads linking the outlying villages to the town centre saw a series of collisions throughout their length. This suggests that users of the B3400, the A340 and the A30 would benefit from continuous, segregated cycling infrastructure which separates cyclists from motor traffic to reduce the risk of further collisions.

---

[1] Road deaths in Great Britain in 2019 (DfT, 2020)


N
sustrans
JOIN THE MOVEMENT
Greenham
Common
Wash Water
B3349
A327
B3051
A33
A339
A340
Vyne Road
Hartley
Wintney
Reading Road
A34
B3051
B3051
B3016
A30
Pack Lane
Overton
Farleigh Road
Alton Road
A30
A339
Upper Clatford
A303
A33
A303
B3420
The Street
A31
A339
A3057
A33
B3046
Medstead
Four Marks
Stockbridge
A272
0
3
6
12 Kilometres

Cyclist and Pedestrian Collisions (2016 - 2020)

Number of Casualties

Sparse

Dense

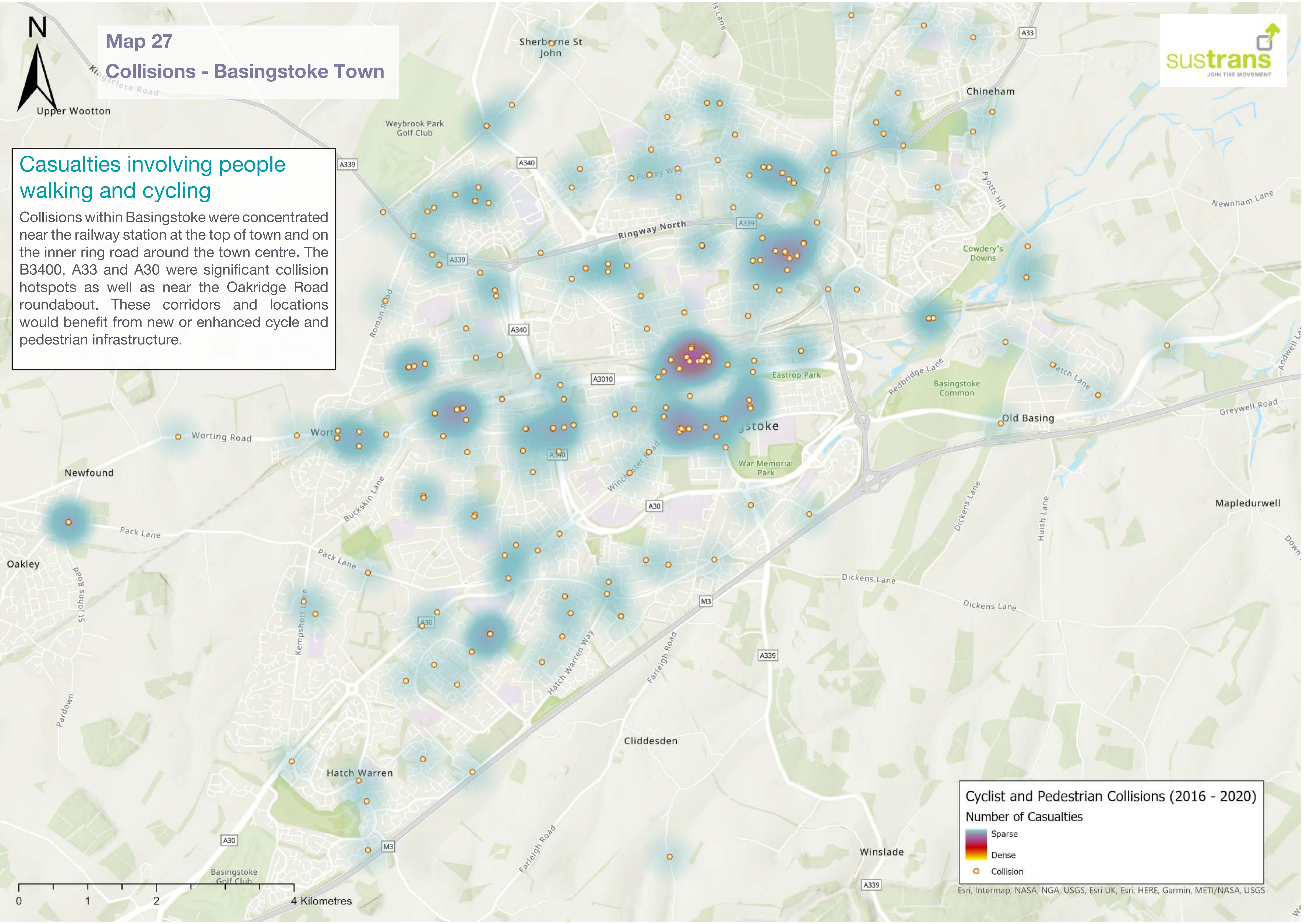
○ Collision

Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, METI/NASA, USGS

Map 27
Collisions - Basingstoke Town

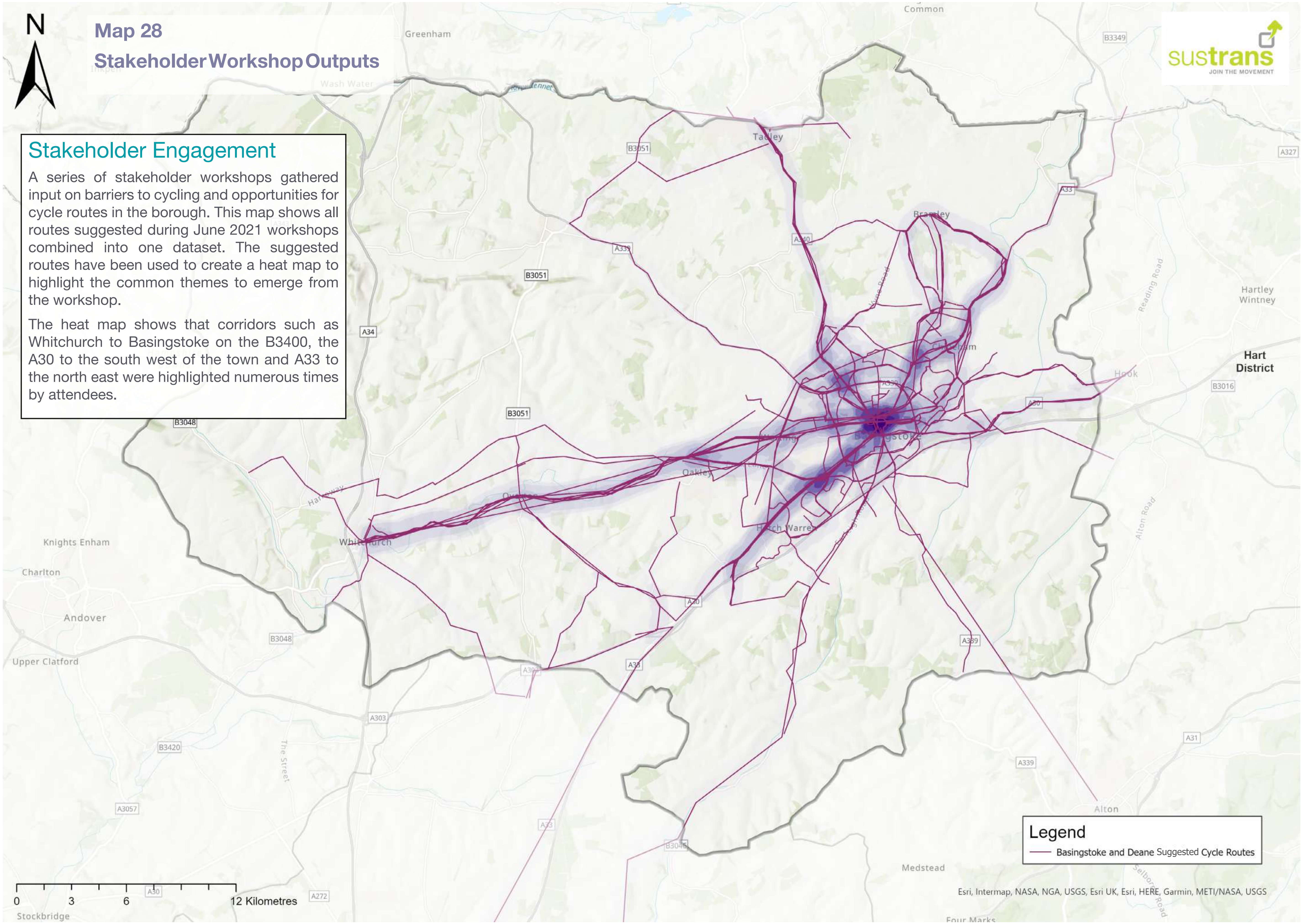
Casualties involving people walking and cycling

Collisions within Basingstoke were concentrated near the railway station at the top of town and on the inner ring road around the town centre. The B3400, A33 and A30 were significant collision hotspots as well as near the Oakridge Road roundabout. These corridors and locations would benefit from new or enhanced cycle and pedestrian infrastructure.


N
Upper Wootton
Kingsclere Road
Sherborne St John
Weybrook Park Golf Club
Chineham
A33
A339
A340
Popley Way
Ringway North
Pyotts Hill
Newnham Lane
Cowdery's Downs
Roman Road
A3010
Eastrop Park
Redbridge Lane
Basingstoke Common
Hatch Lane
Old Basing
Greywell Road
Worting Road
Newfound
Buckskin Lane
Winchester Road
Basingstoke
War Memorial Park
A30
Andwell Lane
Mapledurwell
Oakley
Pack Lane
St Johns Road
Kempshott Lane
Hatch Warren Way
Farleigh Road
M3
Dickens Lane
Huish Lane
Cliddesden
Pardown
Hatch Warren
Basingstoke Golf Club
Winslade
0
1
2
4 Kilometres
Cyclist and Pedestrian Collisions (2016 - 2020)
Number of Casualties
Sparse
Dense
Collision
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, METI/NASA, USGS
sustrans
JOIN THE MOVEMENT

Map 28

Stakeholder Workshop Outputs


N
Greenham
Common
Wash Water
B3349
A327
A33
B3051
Tadley
A340
A339
Bramley
Chineham
Hook
Hartley Wintney
Hart District
Reading Road
B3016
A30
A34
B3048
Oakley
Whitchurch
Knights Enham
Charlton
Andover
Upper Clatford
Hatch Warren
Alton Road
A303
B3420
The Street
A3057
A272
A31
Alton
Medstead
Four Marks
Stockbridge
0
3
6
12 Kilometres
Legend
Basingstoke and Deane Suggested Cycle Routes

Stakeholder Engagement

A series of stakeholder workshops gathered input on barriers to cycling and opportunities for cycle routes in the borough. This map shows all routes suggested during June 2021 workshops combined into one dataset. The suggested routes have been used to create a heat map to highlight the common themes to emerge from the workshop.

The heat map shows that corridors such as Whitchurch to Basingstoke on the B3400, the A30 to the south west of the town and A33 to the north east were highlighted numerous times by attendees.

Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, METI/NASA, USGS

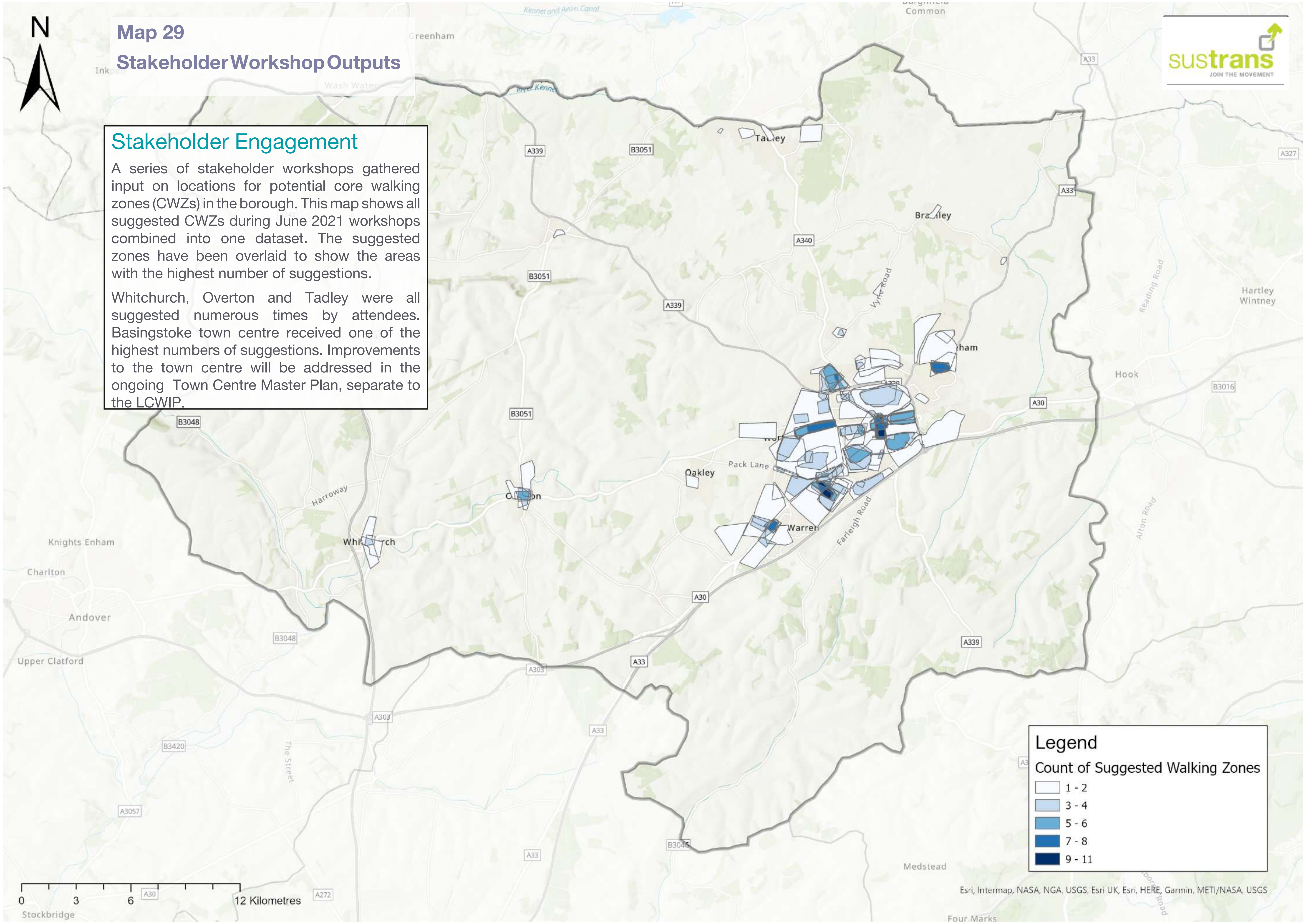
Map 29

Stakeholder Workshop Outputs

Stakeholder Engagement

A series of stakeholder workshops gathered input on locations for potential core walking zones (CWZs) in the borough. This map shows all suggested CWZs during June 2021 workshops combined into one dataset. The suggested zones have been overlaid to show the areas with the highest number of suggestions.

Whitchurch, Overton and Tadley were all suggested numerous times by attendees. Basingstoke town centre received one of the highest numbers of suggestions. Improvements to the town centre will be addressed in the ongoing Town Centre Master Plan, separate to the LCWIP.


N
Greenham
Common
Kennet and Avon Canal
Wash Water
River Kennet
A339
B3051
A33
A327
A340
Vyne Road
Reading Road
Hartley Wintney
Hook
B3016
A30
Oakley
Pack Lane
Harroway
Warren
Farleigh Road
Alton Road
Knights Enham
Charlton
Andover
B3048
Upper Clatford
A303
B3420
The Street
A3057
B3046
Medstead
Four Marks
Stockbridge
A272
0
3
6
12 Kilometres
Legend
Count of Suggested Walking Zones
1 - 2
3 - 4
5 - 6
7 - 8
9 - 11

Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, METI/NASA, USGS

Proposed Core Walking Zones and Cycle Network

Proposed Core Walking Zones and Cycle Network

The adjacent map shows the Core Walking Zones of Whitchurch, Overton and Tadley are, shown as purple polygons. Basingstoke town centre is also a Core Walking Zone, but a full study for this area is being conducted separately to the LCWIP as part of the Town Centre Master Plan.

The proposed cycle network for Basingstoke and Deane Borough are also shown, with primary routes shown in red and secondary routes shown in yellow.

Subject to the outcomes of the public consultation and funding availability, it is likely that primary routes in conjunction with connecting secondary routes will be delivered first. Other, secondary routes will be reviewed, audited, prioritized and delivered in tranches subject to funding availability.

Two of the primary routes were identified as priority cycle routes for development in advance of the LCWIP:

- **Route 210** - Manydown to Basingstoke Town Centre Cycle Route
- **Route 260** - A30 Corridor (Southwest)

These routes are included in the proposed cycle network, but were not audited as part of the LCWIP. Both routes are currently in design development.

Implementation

The inclusion of a route in the network plan is no guarantee that it will be implemented. While we have made every effort to ensure that our proposals are practical, it should be recognised that there are competing demands for highway space, including cars, parking, buses, taxis and parking. Some sections of proposed routes may be on private land and discussions with landowners will be required.

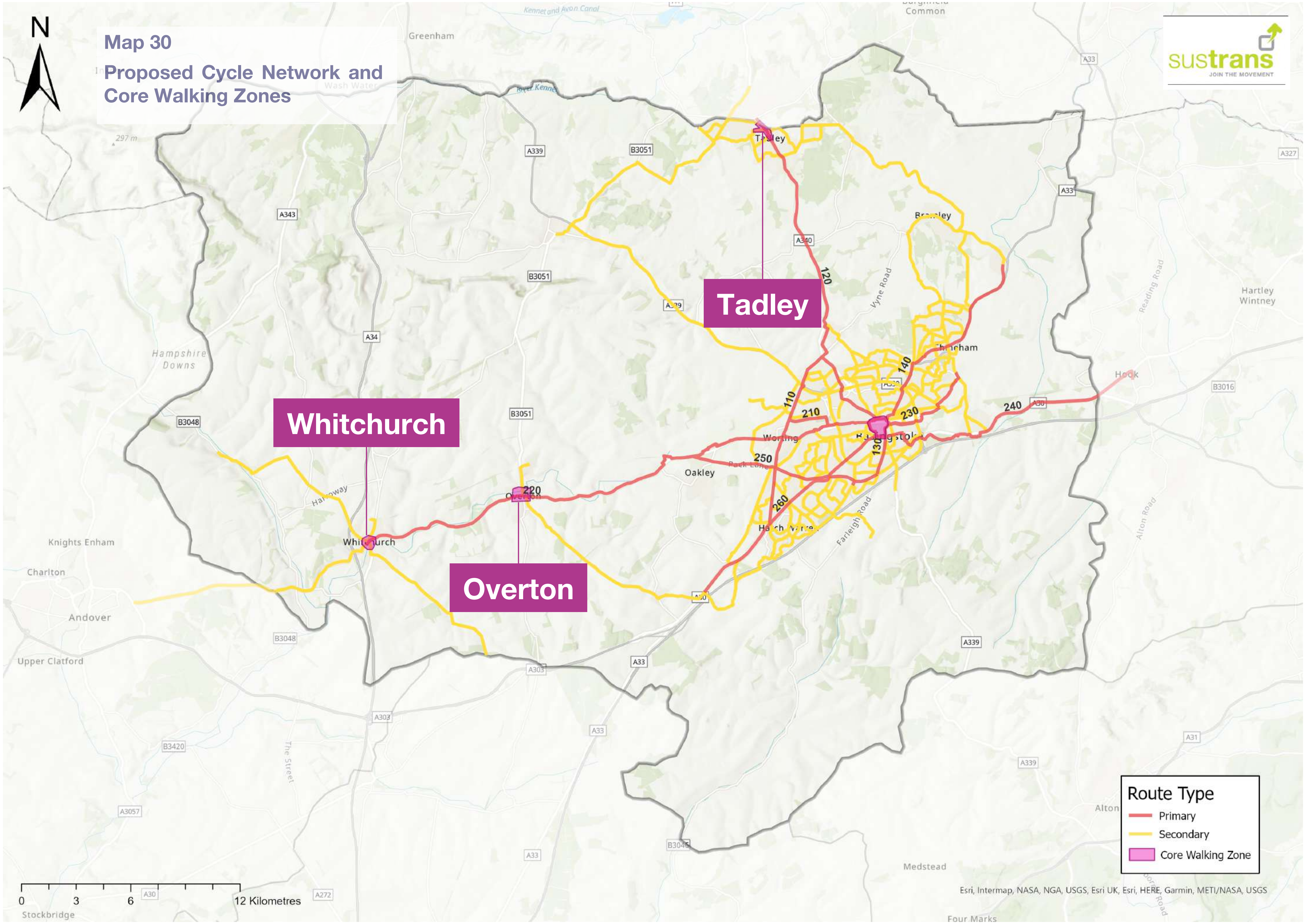
Proposed road space reallocations for walking and cycling will need to carefully consider implications across all modes, although the ultimate aim must be to reduce the dominance of motor vehicles, thereby easing congestion. This report is not a feasibility study, but a high level assessment. All proposals will be subject to further feasibility work and detailed design work will be necessary. In some cases, this may mean that a route is moved to an alternative parallel alignment.

If schemes are to be progressed, they will need to be prioritised for inclusion in delivery programmes alongside other proposals, with schemes subject to the appropriate level of business case development. It is also intended that this LCWIP would be used to inform developers of the level of ambition for the walking and cycling network so that they may contribute towards it.

The progress of this LCWIP should be coordinated with the adjoining authorities to ensure that routes extending beyond the boundary of the borough are connected, cohesive and continuous.

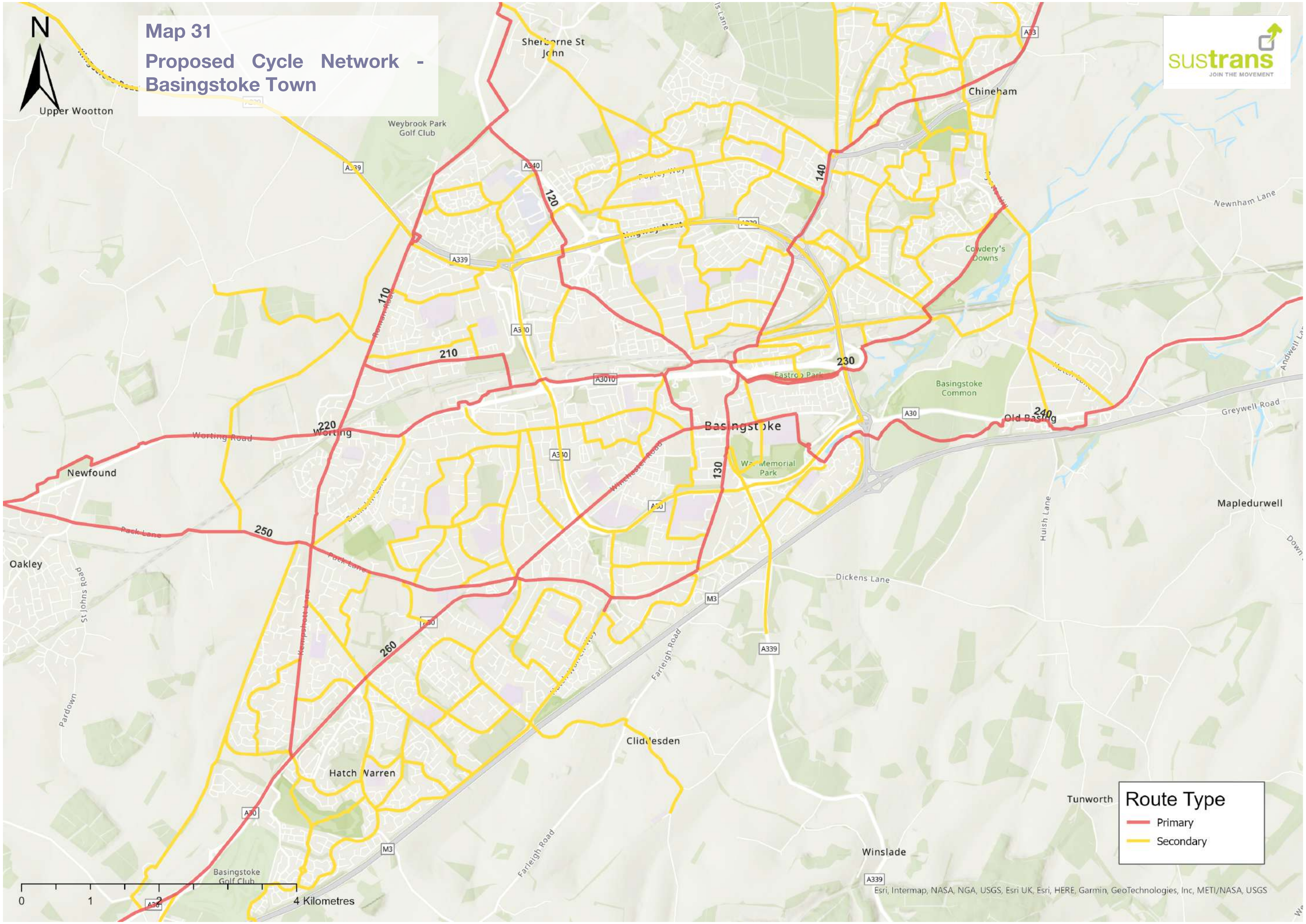
Map 30

Proposed Cycle Network and Core Walking Zones


N
sustrans
JOIN THE MOVEMENT
Tadley
Whitchurch
Overton
Basingstoke
Oakley
Worting
Bramley
Chineham
Hook
Hatch Warren
Greenham
Hampshire Downs
Knights Enham
Charlton
Andover
Upper Clatford
Stockbridge
Hartley Wintney
Alton
Medstead
Four Marks
110
120
130
140
210
220
230
240
250
260
A339
B3051
A343
A34
B3048
A340
A33
A30
A303
A327
B3016
A31
A3057
B3420
A272
Vyne Road
Reading Road
Farleigh Road
Pack Lane
Alton Road
Kennet and Avon Canal
Route Type
Primary
Secondary
Core Walking Zone
0
3
6
12 Kilometres
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, METI/NASA, USGS

Map 31

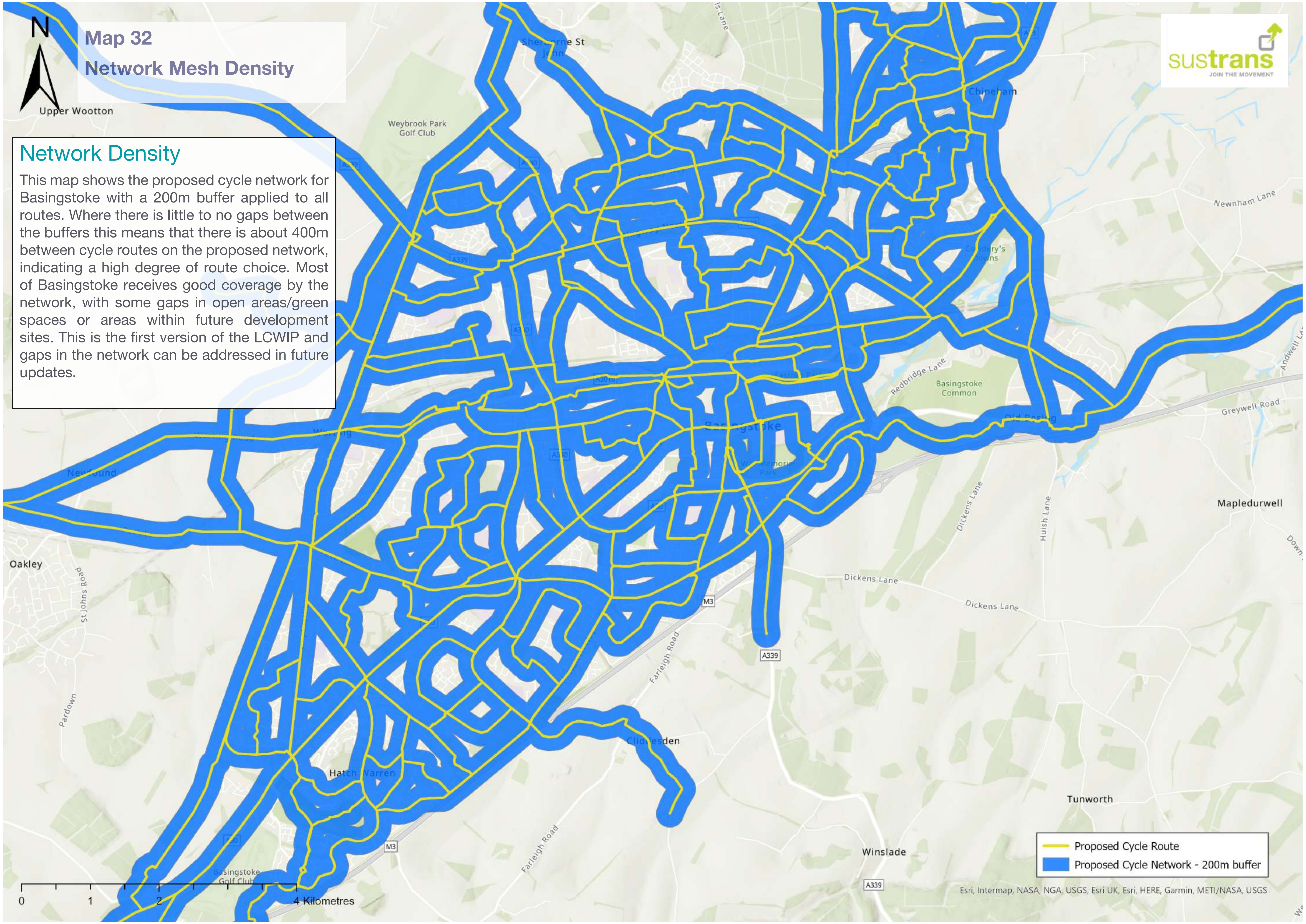
Proposed Cycle Network - Basingstoke Town


N
Upper Wootton
sustrans
JOIN THE MOVEMENT
Sherborne St John
Weybrook Park Golf Club
Chineham
A33
A339
A340
120
140
110
210
220
230
240
250
260
130
Popley Way
Ringway North
Roman Road
Cowdery's Downs
Newnham Lane
Andwell Lane
A30
A3010
Worting Road
Worting
Newfound
Pack Lane
Oakley
St Johns Road
Eastrop Park
Basingstoke
Basingstoke Common
Old Basing
Greywell Road
War Memorial Park
Winchester Road
Mapledurwell
Huish Lane
Dickens Lane
M3
Kempshott Lane
Brighton Hill
Farleigh Road
Cliddesden
Hatch Warren
Pardown
Basingstoke Golf Club
Tunworth
Winslade
0
1
2
4 Kilometres
Route Type
Primary
Secondary
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc, METI/NASA, USGS

Map 32
Network Mesh Density

Network Density

This map shows the proposed cycle network for Basingstoke with a 200m buffer applied to all routes. Where there is little to no gaps between the buffers this means that there is about 400m between cycle routes on the proposed network, indicating a high degree of route choice. Most of Basingstoke receives good coverage by the network, with some gaps in open areas/green spaces or areas within future development sites. This is the first version of the LCWIP and gaps in the network can be addressed in future updates.


N
Upper Wootton
Sherborne St John
Weybrook Park Golf Club
Chineham
Newnham Lane
Cowdery's Downs
Redbridge Lane
Basingstoke Common
Old Basing
Greywell Road
Andwell Lane
Basingstoke
Memorial Park
Worting
Newfound
Oakley
St Johns Road
Pardown
Dickens Lane
Dickens Lane
Hulsh Lane
Mapledurwell
Farleigh Road
Farleigh Road
Cliddesden
Hatch Warren
Basingstoke Golf Club
Tunworth
Winslade
A339
A339
A339
A30
M3
M3
0
1
2
4 Kilometres

—	Proposed Cycle Route
🟦	Proposed Cycle Network - 200m buffer

Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, METI/NASA, USGS

Design Principles

4 Design principles

The options outlined in this study have been based on the standards presented in the Department for Transport (DfT) Cycle Infrastructure Design guidance document Local Transport Note (LTN) 1/20 and Manual for Streets 2.[1]

Some of the most relevant criteria considered for cycle corridor potential options are presented as follows:

Local Transport Note 1/20

This national guidance provides a basis for design based on five core principles and 22 summary principles, as follows:

Core design principles

The five core design principles represent the essential requirements to achieve more people travelling by cycle, based on best practice both internationally and across the UK.

There are five core design outcomes for cycle routes:

- Coherent
- Direct
- Safe
- Comfortable
- Attractive

Summary Principles

1. Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.
2. Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.
3. Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.
4. Side street routes, if closed to through traffic to avoid rat-running, can be an alternative to segregated facilities or closures on main roads – but only if they are truly direct.
5. Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles. Our aim is that thousands of cyclists a day will use many of these schemes.
6. Consideration of the opportunities to improve provision for cycling will be an expectation of any future local highway schemes funded by Government.
7. Largely cosmetic interventions which bring few or no benefits for cycling or walking will not be funded from any cycling or walking budget.
8. Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.
9. Cycle parking must be included in substantial schemes, particularly in city centres, trip generators and (securely) in areas with flats where people cannot store their bikes at home. Parking should be provided in sufficient amounts at the places where people actually want to go.
10. Schemes must be legible and understandable.
11. Schemes must be clearly and comprehensively signposted and labelled.
12. Major ‘iconic’ items, such as overbridges must form part of wider, properly thought-through schemes.
13. As important as building a route itself is maintaining it properly afterwards.
14. Surfaces must be hard, smooth, level, durable, permeable and safe in all weathers.
15. Trials can help achieve change and ensure a permanent scheme is right first time. This will avoid spending time, money and effort modifying a scheme that does not perform as anticipated.
16. Access control measures, such as chicane barriers and dismount signs, should not be used.
17. The simplest, cheapest interventions can be the most effective.
18. Cycle routes must flow, feeling direct and logical
19. Schemes must be easy and comfortable to ride.
20. All designers of cycle schemes must experience the roads as a cyclist.
21. Schemes must be consistent.
22. When to break these principles.

When reading this LCWIP, keep in mind that a number of potential options for new zebra and signal crossings may not meet HCC’s current policy as it relates to pedestrian, vehicle ratios (PV^2).

Whilst we are confident that our approach to network planning aligns with this new guidance, some of the high-level suggested options will need further development.

Cycle parking

Cycle parking is integral to any cycle network, and to wider transport systems incorporating public transport.

The availability of secure cycle parking at home, the end of a trip or at an interchange point has a significant influence on cycle use.

LTN 1/20 states that:

Cycle parking is an essential component of cycle infrastructure. Sufficient and convenient residential cycle parking enables people to choose cycling. At the trip end, proximity to destinations is important for short stay parking, while for longer-stay parking security concerns can be a factor. As with other infrastructure, designers should consider access for all cycles and their passengers.

Cycle parking would be considered as part of relevant schemes and is something that is also being considered as part of Hampshire’s developing Local Transport Plan 4 (LTP4).

Some examples of best practice cycle parking are provided on the following page.

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[1] Manual for Streets 3 had not been published at the time of the publication of this LCWIP.

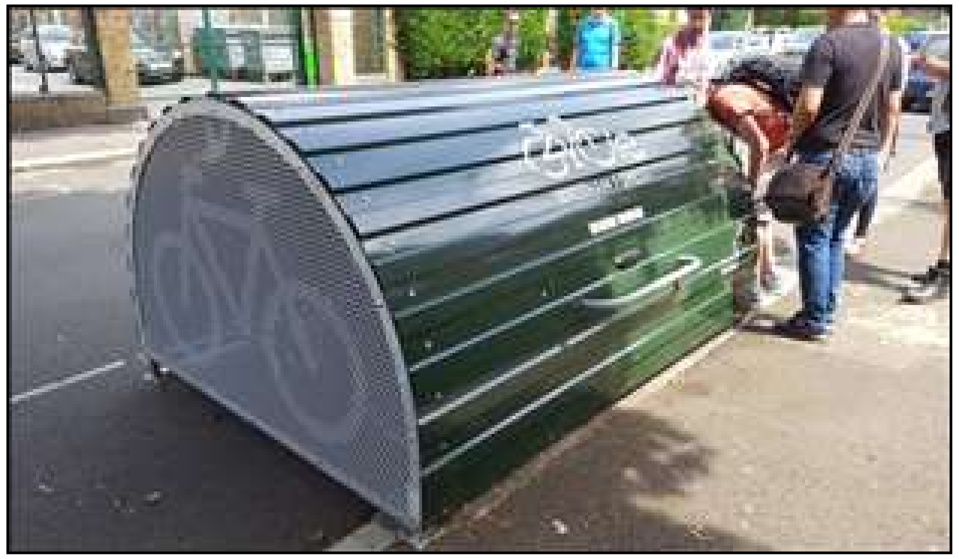


Figure 4.1 A An example of on street lockable cycle 'hangar' style parking facilities - Waltham Forest, London (Source: HCC)

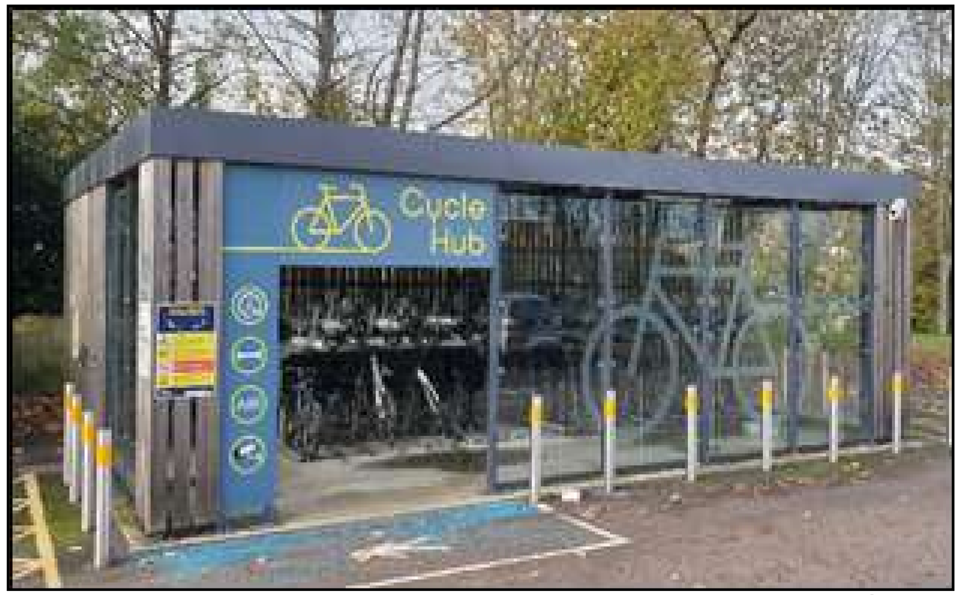


Figure 4.2 An example of cycle hub parking facilities - Winchester Train Station (Source: HCC)

Wayfinding

Wayfinding refers to information systems that guide people through a physical environment and enhance their understanding and experience of the space.

Wayfinding is particularly important in complex built environments such as urban centres, long distance trails, and transportation facilities.

As environments become more complicated, people need visual cues such as maps, directions, and symbols to help guide them to their destinations. In these often high-stress environments, effective wayfinding systems contribute to a sense of well-being, safety, and security.

LTN 1/20 states that:

There is a balance to be struck between providing enough signs for people to be able to understand and follow cycle infrastructure and ensuring that the signs themselves do not create confusion or street clutter. Routes on other rights of way not on the highway can use customised waymarking.

Hampshire County Council would include wayfinding as part of our network planning in all schemes, in line with LTN 1/20.

Low Traffic Neighbourhoods

Low traffic neighbourhoods, or LTNs, are often described as 'cells' of residential streets bordered by main roads. Within these cells, access is maintained for residents, deliveries and emergency vehicles, but motor vehicle "through" traffic is discouraged or in some cases removed.

Through-traffic or rat-running can have a serious impact on the health and quality of life of the people living on a street, and impact disproportionately on more deprived communities. Noise and air pollution, and speed and volume of traffic are often sighted as issues that effects peoples' enjoyment of spending time on their own streets.

Low traffic neighbourhoods can create an improved environment, get neighbours talking, and even see a return of children playing in the street. Quieter and safer-feeling streets can support a switch to more healthy, active ways of travelling around, particularly for shorter journeys to local amenities.

Residents, visitors, or delivery drivers needing to reach anywhere within the low traffic neighbourhood would still be able to do so by car – though they might have to approach from a different direction.

In a recent case study*, LTNs resulted in an increase in children playing outside, lower air pollution, together with making walking and cycling more of a natural choice for everyday local journeys.

Furthermore, it was reported that LTNs did not add significantly to congestion on main roads.

Modal filters (also known as point closures) can take the form of many things from planters to bollards or even cycle stands, that can also act as handy cycle parking.

LTNs can also include making routes one-way, allowing footways to be widened, creating seating areas outside local businesses, and restricting access to motor traffic during certain times.

"The first low traffic neighbourhood in Waltham Forest's mini-Holland saw motor traffic levels fall by over half inside the residential area and by 16% even when including the main roads. Motor traffic levels went down by over 5% on the main road nearest the second scheme".

Source: Living Streets

In 2018, Hampshire County Council officers attended a guided visit to the country's flagship Low Traffic Neighbourhood in the London Borough of Waltham Forest. The following photos show what was achieved there:

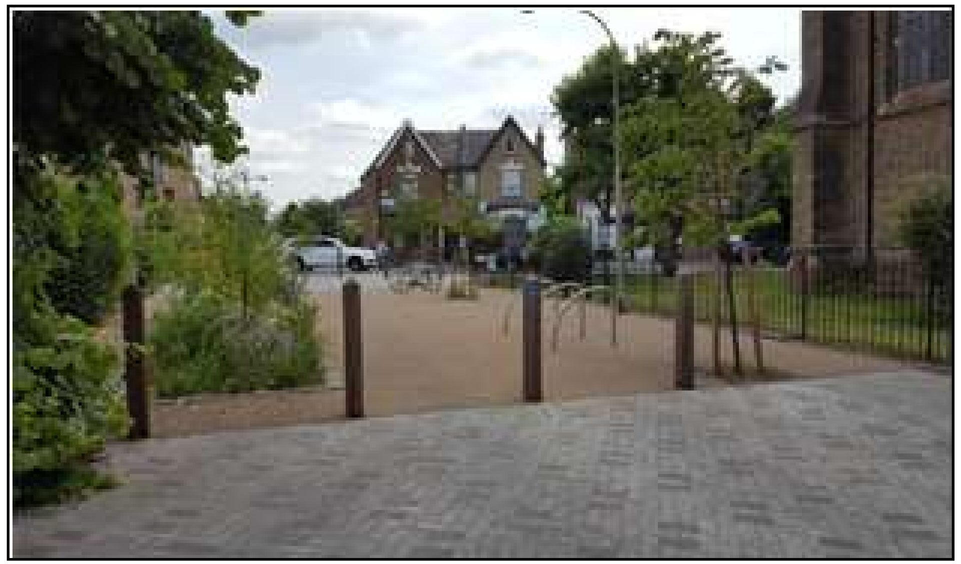


Figure 4.3 Northcote Road, Walthamstow – Modal filter with wooden bollards, planting, and cycle parking

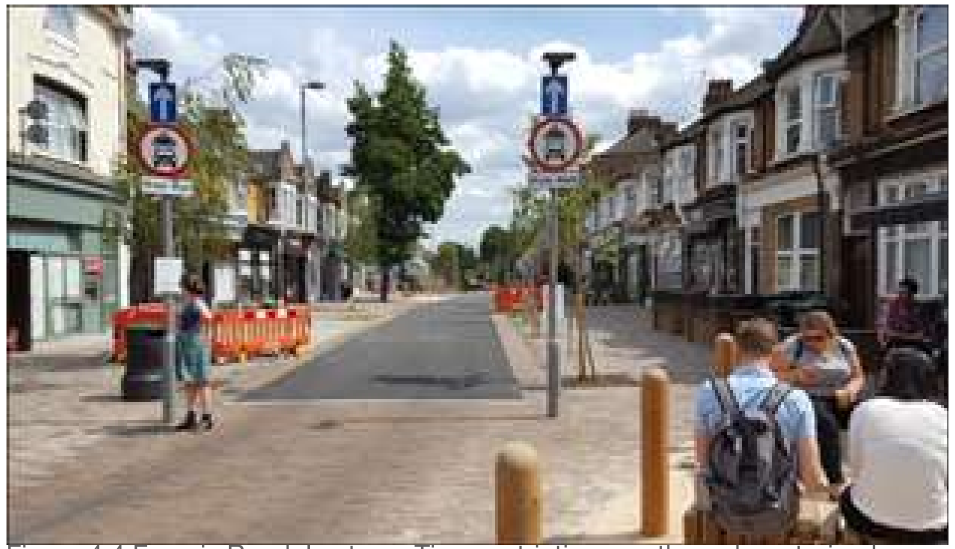


Figure 4.4 Francis Road, Leyton – Time restrictions on through motorised traffic, footway widening and bollards to allow for seating areas

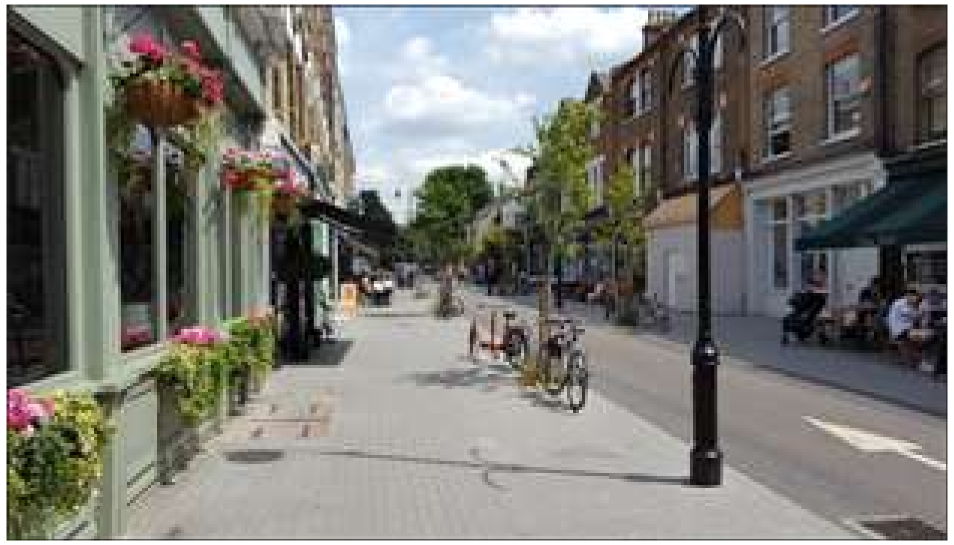


Figure 4.5 Orford Road, Walthamstow Village – Footway widening, cycle parking stands and one-way traffic flow with time restrictions on motorised traffic (except buses)

"Recent research showed that more people in Waltham Forest are cycling. In our 2016 resident insight survey, 17% (approx. 46,100 people) said they cycle, compared to 12% (approx. 32,500 people) the year before – and two-thirds (73%) said they cycle at least once a week, up from 62% in 2015".

Source: https://www.enjoywalthamforest.co.uk/

The Waltham Forest scheme cost £27m and was funded in 2013 by the Mayor of London's *Mini-Hollands* fund.

Hampshire's approach to Low Traffic Neighbourhoods

Low Traffic Neighbourhoods will be included in the forthcoming engagement on Hampshire's emerging Local Transport Plan 4.

HCC is open to hearing from local communities who might like to develop or trial one of Hampshire's first low traffic neighbourhoods in their area.

We recognise that there are many challenges to introducing Low Traffic Neighbourhoods, however, examples from across London have proved they can work and once settled in, are very popular.

Low Traffic Neighbourhoods in Basingstoke Town will be considered as part of a forthcoming study.

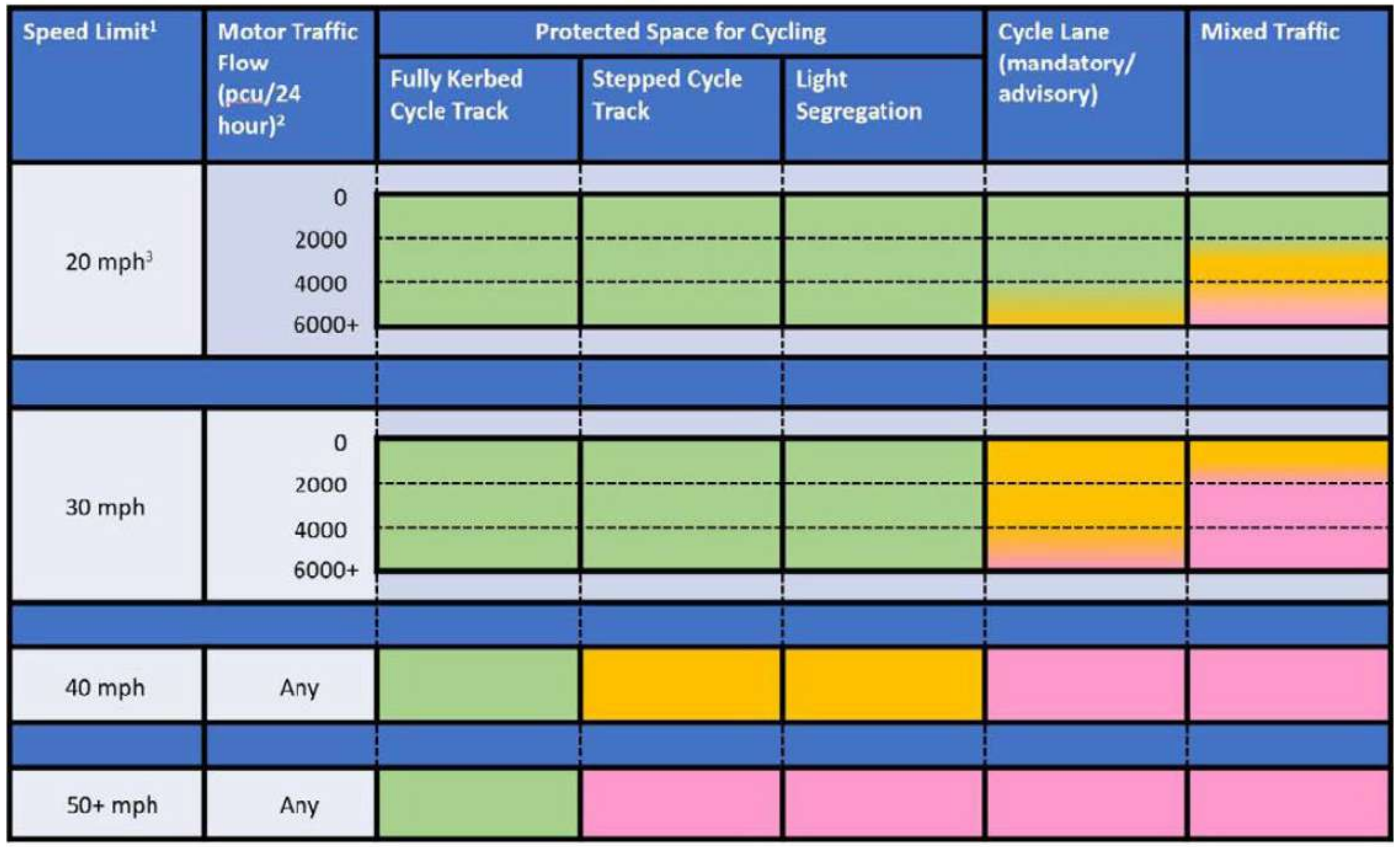
Accessibility for all				
Coherent	Direct	Safe	Comfortable	Attractive
DO Cycle networks should be planned and designed to allow people to reach their day to day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.	**DO** Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.	**DO** Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.	**DO** Comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.	**DO** Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.
DON'T Neither cyclists or pedestrians benefit from unintuitive arrangements that put cyclists in unexpected places away from the carriageway.	**DON'T** This track requires cyclists to give way at each side road. Routes involving extra distance or lots of stopping and starting will result in some cyclists choosing to ride on the main carriageway instead because it is faster and more direct, even if less safe.	**DON'T** Space for cycling is important but a narrow advisory cycle lane next to a narrow general traffic lane and guard rail at a busy junction is not an acceptable offer for cyclists.	**DON'T** Uncomfortable transitions between on-and off carriageway facilities are best avoided, particularly at locations where conflict with other road users is more likely.	**DON'T** Sometimes well-intentioned signs and markings for cycling are not only difficult and uncomfortable to use, but are also unattractive additions to the street scape.

Figure 4.6 LTN 1/20 Core Design Principles

Design Standards

Relevant extracts from LTN 1/20 used as a basis for potential options in this report:

Figure 4.1: Appropriate protection from motor traffic on highways


Speed Limit¹
Motor Traffic Flow (pcu/24 hour)²
Protected Space for Cycling
Fully Kerbed Cycle Track
Stepped Cycle Track
Light Segregation
Cycle Lane (mandatory/ advisory)
Mixed Traffic
20 mph³
0
2000
4000
6000+
30 mph
0
2000
4000
6000+
40 mph
Any
50+ mph
Any

🟩 Provision suitable for most people

🟧 Provision not suitable for all people and will exclude some potential users and/or have safety concerns

🟪 Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:

1. If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

Table 6-1: Minimum recommended horizontal separation between carriageway and cycle tracks*

Speed limit (mph)	Desirable minimum horizontal separation (m)	Absolute minimum horizontal separation (m)
30	0.5	0
40	1.0	0.5
50	2.0	1.5
60	2.5	2.0
70	3.5	3.0

*Separation strip should be at least 0.5m alongside kerbside parking and 1.5m where wheelchair access is required.

Table 5-2: Cycle lane and track widths

Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200-800	2.2	2.0
		>800	2.5	2.0
	2 way	<300	3.0	2.0
		>300-1000	3.0	2.5
		>1000	4.0	3.0
Cycle lane	1 way	All – cyclists able to use carriageway to overtake	2.0	1.5

*based on a saturation flow of 1 cyclist per second per metre of space. For user comfort a lower density is generally desirable.

Table 6-3: Recommended minimum widths for shared use routes carrying up to 300 pedestrians per hour

Cycle flows	Minimum width
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

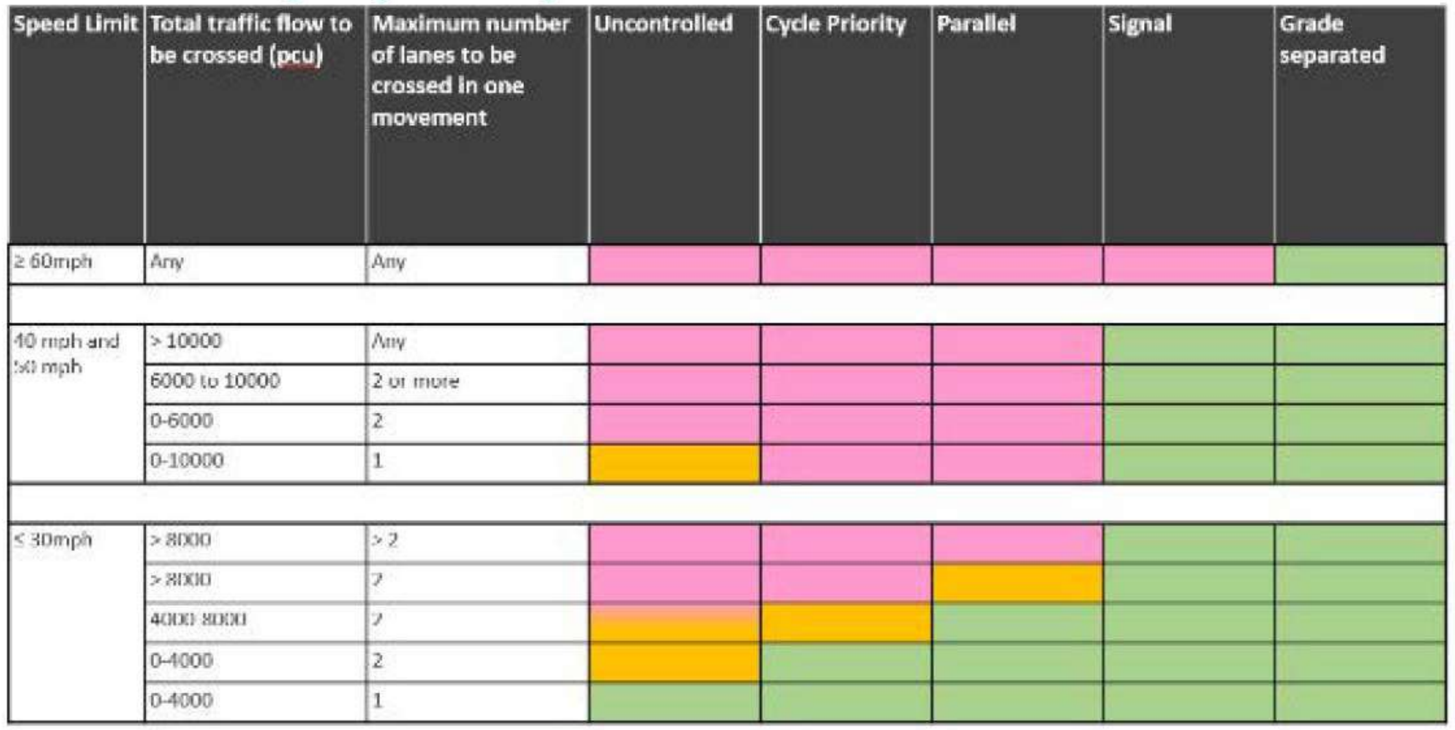
Table 7-2: Minimum acceptable lane widths*

Feature	Desirable minimum	Absolute minimum	Notes
Traffic lane (cars only, speed limit 20/30mph)	3.0m	2.75m	2.5m only at offside queuing lanes where there is an adjacent flared lane
Traffic lane (bus route or >8% HGVs, or speed limit 40mph)	3.2m	3.0m	Lane widths of between 3.2m and 3.9m are not acceptable for cycling in mixed traffic.
2-way traffic lane (no centre line) between advisory cycle lanes	5.5m	4.0m	4.0m width only where AADT flow <4000 vehicles** and/or peak hour <500 vehicles with minimal HGV/Bus traffic.

* these lane widths assume traffic is free to cross the centre line, see 7.2.9 for details on critical widths at pinch points

** While centre line removal is still feasible with higher flows, the frequency at which oncoming vehicles must enter the cycle lane to pass one another can make the facility uncomfortable for cycling.

Table 10-2: Crossing design suitability



Speed Limit	Total traffic flow to be crossed (pcu)	Maximum number of lanes to be crossed in one movement	Uncontrolled	Cycle Priority	Parallel	Signal	Grade separated
≥ 60mph	Any	Any	🟥	🟥	🟥	🟥	🟩
40 mph and 50 mph	> 10000	Any	🟥	🟥	🟥	🟩	🟩
	6000 to 10000	2 or more	🟥	🟥	🟥	🟩	🟩
	0-6000	2	🟥	🟥	🟥	🟩	🟩
	0-10000	1	🟧	🟥	🟥	🟩	🟩
≤ 30mph	> 8000	> 2	🟥	🟥	🟥	🟩	🟩
	> 8000	2	🟥	🟥	🟧	🟩	🟩
	4000-8000	2	🟧	🟧	🟩	🟩	🟩
	0-4000	2	🟧	🟩	🟩	🟩	🟩
	0-4000	1	🟩	🟩	🟩	🟩	🟩

🟩	Provision suitable for most people
🟧	Provision not suitable for all people and will exclude some potential users and/or have safety concerns
🟥	Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:

1. If the actual 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow

Figure 10.37: Roundabout with one way cycle tracks and parallel crossings

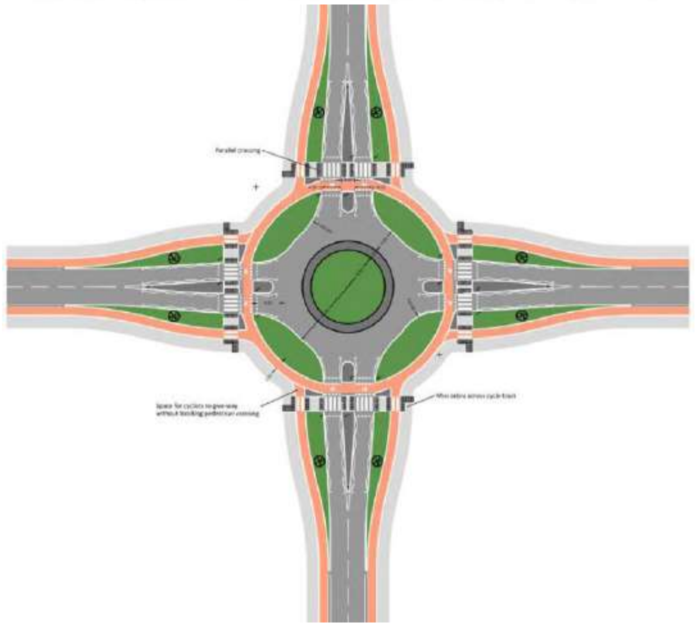


Figure 10.39: Carriageway-level cycle track used with 'hold the left' traffic staging

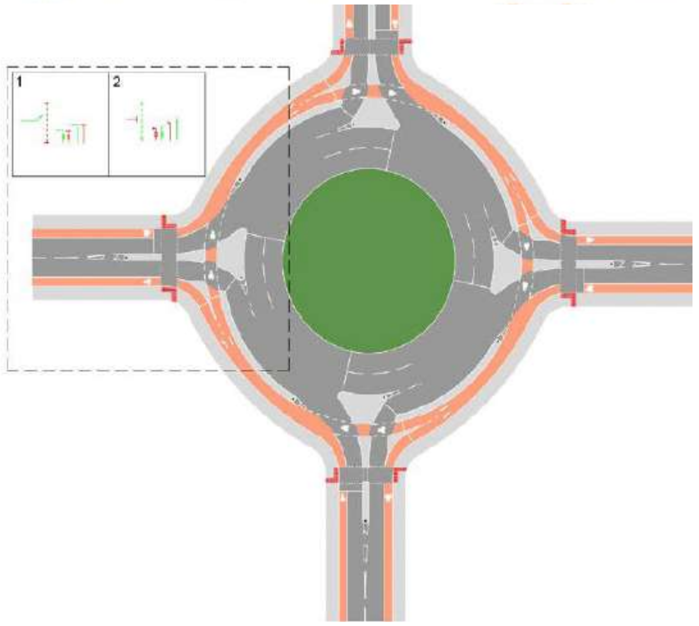


Table 11-1: Suggested minimum cycle parking capacity for different types of land use

Land use type	Sub-category	Short stay requirement (obvious, easily accessed and close to destination)	Long stay requirement (secure and ideally covered)
All	Parking for adapted cycles for disabled people	5% of total capacity co-located with disabled car parking.	5% of total capacity co-located with disabled car parking.
Retail	Small (<200m^2)	1 per 100m^2	1 per 100m^2
	Medium (200-1,000m^2)	1 per 200m^2	1 per 200m^2
	>1,000m^2	1 per 250m^2	1 per 500m^2
Employment	Office/Finance (A2/B1)	1 per 1000m^2	1 per 200m^2
	Industrial/Warehousing (B2/B8)	1 per 1,000m^2	1 per 500m^2
Leisure and Institutions	Leisure centres, assembly halls, hospitals and healthcare	Greatest of: 1 per 50m^2 or 1 per 30 seats/ capacity	1 per 5 employees
	Educational Institutions	–	Separate provision for staff and students. Based on Travel Plan mode share targets, minimum: Staff: 1 per 20 staff Students; 1 per 10 students
Residential	All except sheltered/elderly housing or nursing homes	–	1 per bedroom
	Sheltered/elderly housing/ nursing homes	0.05 per residential unit	0.05 per bedroom
Public Transport Interchange	Standard stop	Upon own merit	–
	Major interchange	1 per 200 daily users	–

Cycle Dimensions and Cycle Design Vehicle: Figure 5.2 shows the range of dimensions for cycles typically in use. It is important that infrastructure can accommodate the full range of cycles to ensure routes are accessible to all cyclists. The cycle design vehicle referred to in this document represents a composite of the maximum dimensions shown in Figure 5.2 is assumed as 2.8m long and 1.2m wide. Table 5-1 shows the minimum turning radii suitable only for low speed manoeuvres such as access to cycle parking.

Figure 5.2: Typical dimensions of cycles

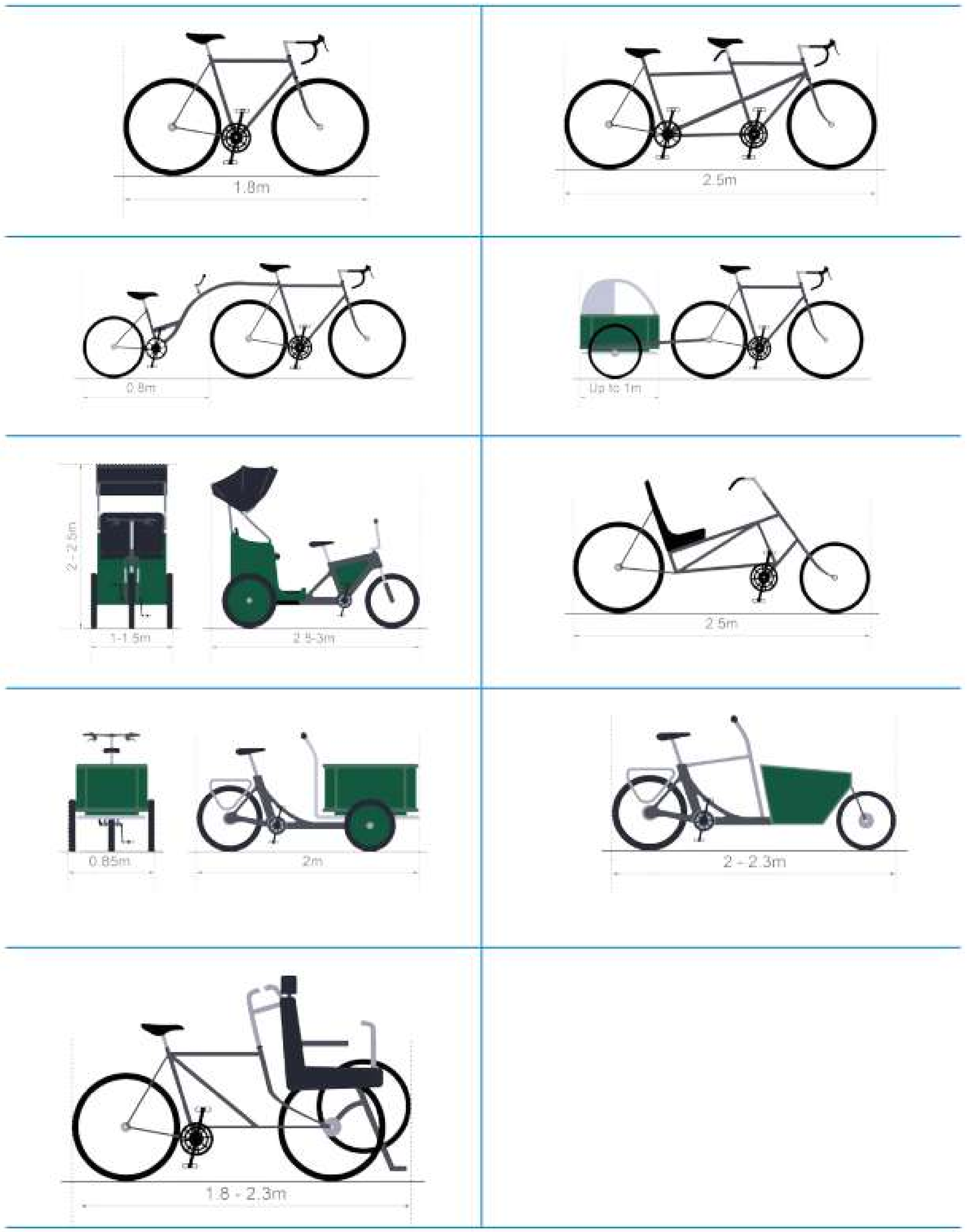


Table 5-1: Size and minimum turning circles of cycles

Type of Cycle	Typical length (m)	Typical width (m)	Minimum turning circle (m)	
			Outer radius	Inner radius
Cycle design vehicle	2.8 (max)	1.2 (max)	3.4 (max)	0.1 (min)* 2.5m (3 and 4 wheel cycles)
Solo upright cycle	1.8	0.65	1.65	0.85
Cycle plus 850mm wide trailer	2.7	0.85	2.65	1.5
Tandem	2.4	0.65	3.15	2.25

*applies only to some cycles that can pivot at very low speeds

Manual for Streets

This national guidance provides recommendations to create good-quality neighbourhoods and streets. Some of the most relevant sections considered for potential options for Walking Zones are presented as follows.[1]

6.3.1 The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present. Sightlines and visibility towards destinations or intermediate points are important for pedestrian way-finding and personal security, and they can help people with cognitive impairment.

6.3.2 Pedestrians may be walking with purpose or engaging in other activities such as play, socialising, shopping or just sitting. For the purposes of this manual, pedestrians include wheelchair users and people pushing wheeled equipment such as prams.

6.3.3 As pedestrians include people of all ages, sizes and abilities, the design of streets needs to satisfy a wide range of requirements. A street design which accommodates the needs of children and disabled people is likely to suit most, if not all, user types.

6.3.4 Not all disability relates to difficulties with mobility. People with sensory or cognitive impairment are often less obviously disabled, so it is important to ensure that their needs are not overlooked. Legible design, i.e. design which makes it easier for people to work out where they are and where they are going, is especially helpful to disabled people. Not only does it minimise the length of journeys by avoiding wrong turns, for some it may make journeys possible to accomplish in the first place.

6.3.8 The specific conditions in a street will determine what form of crossing is most relevant. All crossings should be provided with tactile paving. Further advice on the assessment and design of pedestrian crossings is contained in Local Transport Notes 1/95[2] and 2/95[3] and the Puffin Good Practice Guide.[4]

6.3.9 Surface level crossings can be of a number of types, as outlined below:

- Uncontrolled crossings – these can be created by dropping kerbs at intervals along a link. As with other types of crossing, these should be matched to the pedestrian desire lines. If the crossing pattern is fairly random and there is an appreciable amount of pedestrian activity, a minimum frequency of 100 m is recommended.[5]Dropped kerbs should be marked with appropriate tactile paving and aligned with those on the other side of the carriageway.
- Informal crossings – these can be created through careful use of paving materials and street furniture to indicate a crossing place which encourages slow-moving traffic to give way to pedestrians
- Pedestrian refuges and kerb build-outs – these can be used separately or in combination. They effectively narrow the carriageway and so reduce the crossing distance. However, they can create pinch-points for cyclists if the remaining gap is still wide enough for motor vehicles to squeeze past them.
- Zebra crossings – of the formal crossing types, these involve the minimum delay for pedestrians when used in the right situation.
- Signalised crossings – there are four types: Pelican, Puffin, Toucan and equestrian crossings. The Pelican crossing was the first to be introduced. Puffin crossings, which have nearside pedestrian signals and a variable crossing time, are replacing Pelican crossings. They use pedestrian detectors to match the length of the crossing period to the time pedestrians take to cross. Toucan and equestrian crossings operate in a similar manner to Puffin crossings except that cyclists can also use Toucan crossings, while equestrian crossings have a separate crossing for horse riders. Signalised crossings are preferred by blind or partially-sighted people.

6.3.12 Pedestrian desire lines should be kept as straight as possible at side-road junctions unless site-specific reasons preclude it. Small corner radii minimise the need for pedestrians to deviate from their desire line. Dropped kerbs with the appropriate tactile paving should be provided at all side-road junctions where the carriageway and footway are at different levels. They should not be placed on curved sections of kerbing because this makes it difficult for blind or partially sighted people to orientate themselves before crossing.

6.3.13 With small corner radii, large vehicles may need to use the full carriageway width to turn. Swept-path analysis can be used to determine the minimum dimensions required. The footway may need to be strengthened locally in order to allow for larger vehicles occasionally overrunning the corner.

6.3.14 Larger radii can be used without interrupting the pedestrian desire line if the footway is built out at the corners. If larger radii encourage drivers to make the turn more quickly, speeds will need to be controlled in some way, such as through using a speed table at the junction.

6.3.22 There is no maximum width for footways. In lightly used streets (such as those with a purely residential function), the minimum unobstructed width for pedestrians should generally be 2 m. Additional width should be considered between the footway and a heavily used carriageway, or adjacent to gathering places, such as schools and shops. Further guidance on minimum footway widths is given in Inclusive Mobility.

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[1] Manual for Streets 3 has not been published at the time of the publication of this LCWIP.

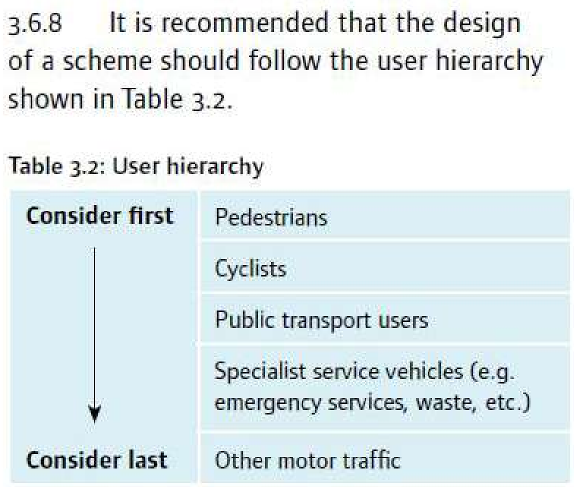
[2] Department for Transport (1995) The Assessment of Pedestrian Crossings. Local Transport Note 1/95. London: TSO.

[3] Department for Transport (1995) The Design of Pedestrian Crossings. Local Transport Note 2/95. London: TSO.

[4] County Surveyors' Society/Department for Transport (2006) Puffin Good Practice

[5] Department for Transport (2005) Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure. London: Department for Transport

Relevant extracts from Manual for Streets used as a basis for potential options in this report:



3.6.8 It is recommended that the design of a scheme should follow the user hierarchy shown in Table 3.2.

Table 3.2: User hierarchy

Consider first	Pedestrians
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste, etc.)
Consider last	Other motor traffic

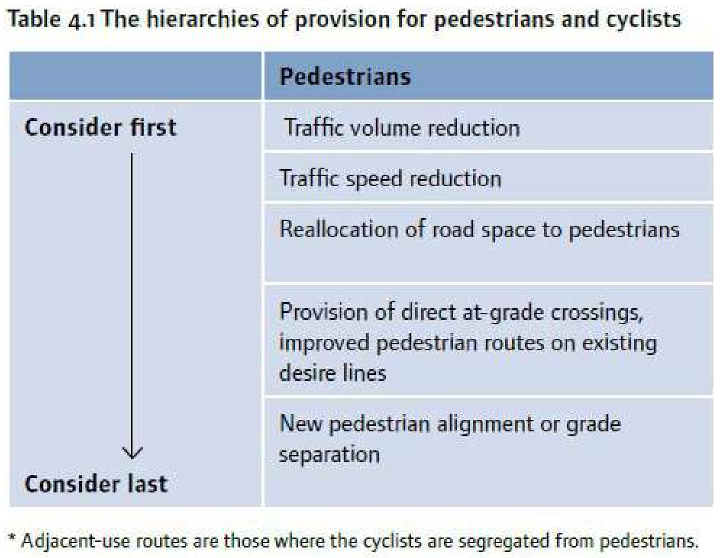
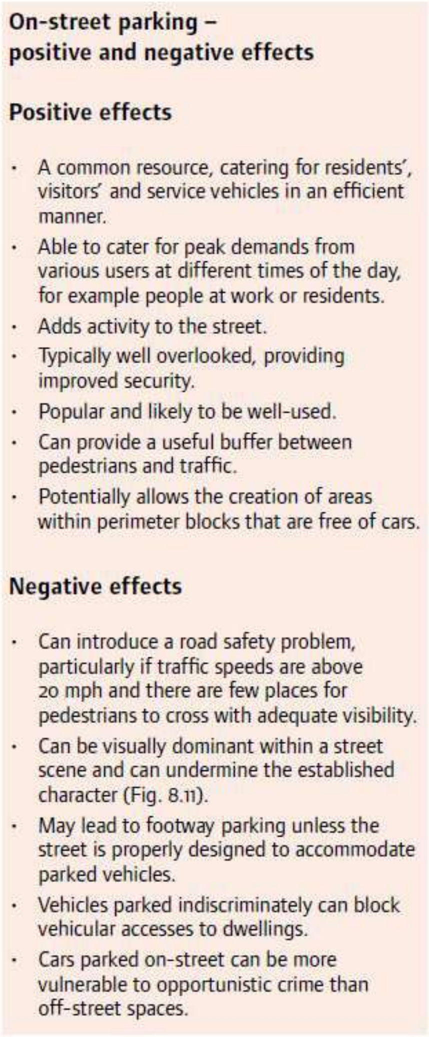


Table 4.1 The hierarchies of provision for pedestrians and cyclists

	Pedestrians
Consider first	Traffic volume reduction
	Traffic speed reduction
	Reallocation of road space to pedestrians
	Provision of direct at-grade crossings, improved pedestrian routes on existing desire lines
Consider last	New pedestrian alignment or grade separation

* Adjacent-use routes are those where the cyclists are segregated from pedestrians.



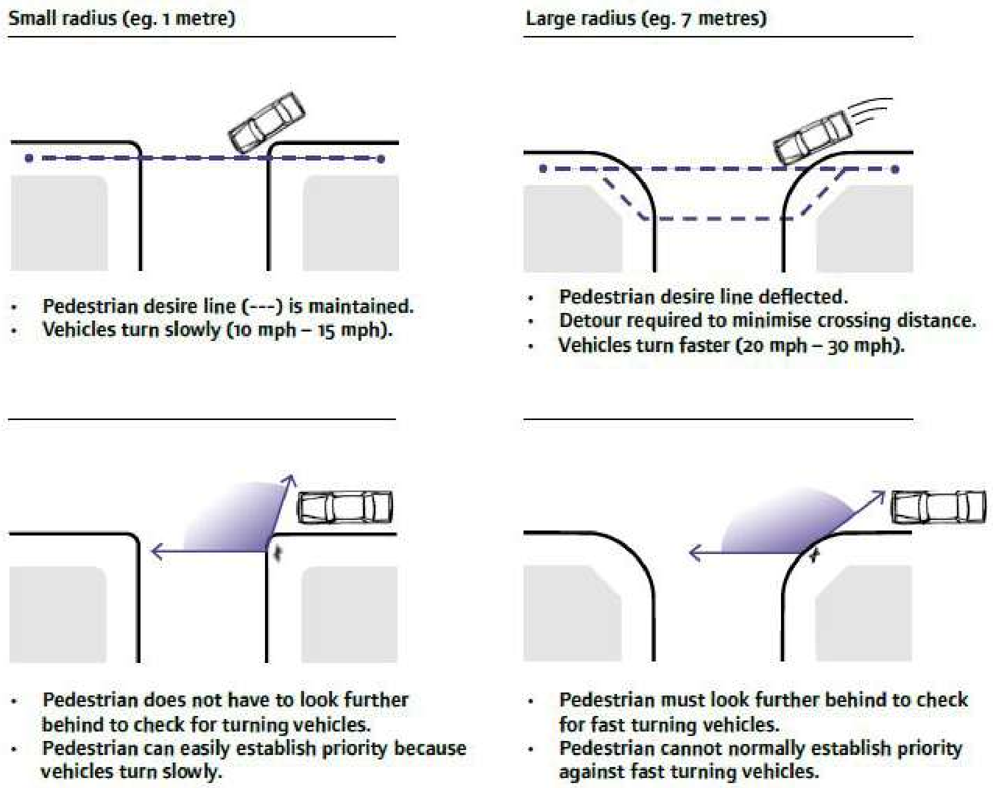
On-street parking – positive and negative effects

Positive effects

- A common resource, catering for residents', visitors' and service vehicles in an efficient manner.
- Able to cater for peak demands from various users at different times of the day, for example people at work or residents.
- Adds activity to the street.
- Typically well overlooked, providing improved security.
- Popular and likely to be well-used.
- Can provide a useful buffer between pedestrians and traffic.
- Potentially allows the creation of areas within perimeter blocks that are free of cars.

Negative effects

- Can introduce a road safety problem, particularly if traffic speeds are above 20 mph and there are few places for pedestrians to cross with adequate visibility.
- Can be visually dominant within a street scene and can undermine the established character (Fig. 8.11).
- May lead to footway parking unless the street is properly designed to accommodate parked vehicles.
- Vehicles parked indiscriminately can block vehicular accesses to dwellings.
- Cars parked on-street can be more vulnerable to opportunistic crime than off-street spaces.



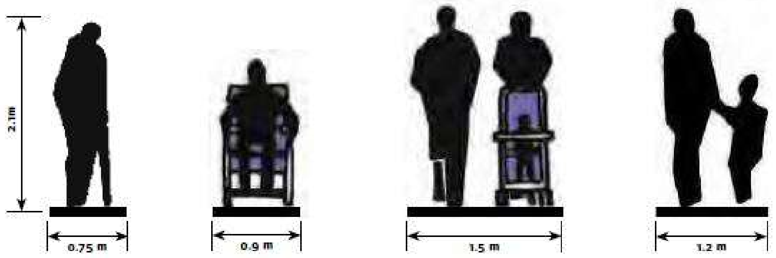
- Pedestrian desire line (---) is maintained.
- Vehicles turn slowly (10 mph – 15 mph).

- Pedestrian desire line deflected.
- Detour required to minimise crossing distance.
- Vehicles turn faster (20 mph – 30 mph).

- Pedestrian does not have to look further behind to check for turning vehicles.
- Pedestrian can easily establish priority because vehicles turn slowly.

- Pedestrian must look further behind to check for fast turning vehicles.
- Pedestrian cannot normally establish priority against fast turning vehicles.

Figure 6.3 The effects of corner radii on pedestrians.



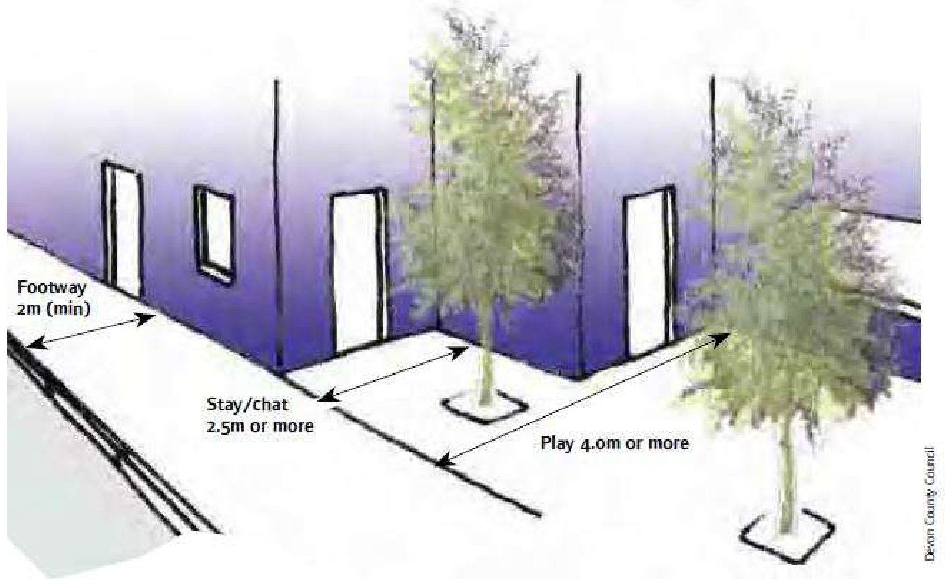


Figure 6.8 The footway and pedestrian areas provide for a range of functions which can include browsing, pausing, socialising and play.

Hampshire County Council's Local Transport Plan 4

The draft Local Transport Plan 4, sets the ambition to reduce carbon emission levels by enabling active travel as the preferred mode for short journeys or as part of a longer journey with supporting objectives to increase cycling and walking levels. This ambition can only be achieved if the design of walking and cycling infrastructure is of excellent quality and is useful. Local Transport Plan | Hampshire County Council (hants.gov.uk)

Hampshire County Council Walking and Cycling Principles

Together with movements in national policy and guidance Hampshire County Council has developed new draft principles for walking and cycling as part of the development of a new Local Transport Plan. These new principles have been designed to:

- Enable more people to walk, cycle or use public transport in scale with our Climate Emergency
- Deliver better environments to match our 2050 Vision, both in towns and in the countryside
- Deliver better transport for all
- Play our part in addressing the factors that contribute to public health including social disparities
- Reduce social inequalities and exclusion by improving the ability for everyone to access destinations including work, education, visiting friends and family, shopping, and leisure, without reliance on private cars

Hampshire County Council have developed **10 walking and cycling principles**, reviewing best practice, and giving consideration to: aspirations, movement, place, maintenance and engagement.

These principles have all been established via County Council Member and Officer steering groups and consulted widely through these groups.

They were presented at Hampshire County Council's first ever Active Places Summit (October 2020) to engage with a wide range of people who use our streets, high streets, walking and cycle routes on a day-to-day basis.

The principles sit under three headings:

- **Overarching Principles**
- **Planning**
- **Design and Implementation.**

Overarching Principles

1. Prioritise walking and cycling for healthier people, healthier transport, and a healthier planet.
2. Have an integrated approach to all aspects of planning, development, design, and operation.
3. Ensure our planning is network based, shaped by evidence, and monitored.

Planning

4. Engage a wide range of users, and potential users, in the design process.
5. Reframe the potential for walking, cycling and public transport to work together for longer distance journeys.
6. Trial new things, and if they do not work, we'll change them.

Design and implementation

7. Focus street design on people.
8. Incorporate national design principles into every transport scheme. Our designs will be:

- safe
- coherent,
- direct
- comfortable
- attractive
- adaptable and
- accessible to all.

9. Deliver walking and cycling environments that feel comfortable and provide inclusive access for everyone regardless of confidence, age and disability.
10. Design the right scheme for each location.

These principles, when applied, will help reinforce Hampshire County Council's goals in delivering a healthy, sustainable, and active county, well into the future.

When the cycle network is designed, it will be vital to ensure that people on foot are also taken into account and that they do not have a reduced level of service, for example no existing footways to be converted to shared use without widening. All crossings on the cycle network must accommodate people on foot and on bike

Hampshire Walking and Cycling Strategies

Hampshire covers a geographically diverse landscape with distinct localities. The existing cycle network in Hampshire provides over 750 miles of off-road and urban cycle paths which along with an extensive network of footways and a 2,800 mile rights of way network, offering a wealth of walking and cycling opportunities.

In 2015 Hampshire County Council adopted its first Cycling Strategy, followed in early 2016 by the adoption of its first Walking Strategy. Both strategies provided a clear statement of Hampshire County Council's aspirations for walking and cycling.

The strategies aimed to:

- set a strategic framework to support the planning and development of cycling measures with local partners and support the development of local walking strategies;
- provide a means to prioritise funding for cycling to the best value for money investments for active travel modes;
- help support the County Council in attracting and realising additional funding opportunities for active and sustainable transport measures.

This LCWIP seeks to build on these established Walking and Cycling Strategies, which operated at a broader and higher level, to address active travel modes, countywide.

LCWIPs allow a more detailed and local level focus, concentrating on strategic network improvements that aim to help connect people directly, safely and conveniently.

For further information on the Hampshire County Council Walking and Cycling Strategies please follow this link:

https://www.hants.gov.uk/transport/strategies/transportstrategies

It should be noted that since both Strategies have been adopted, national policy and guidance on active travel has moved forward, particularly with the Government's publication of its Walking and Cycling Investment Strategy in 2017 (the origin of LCWIPs), and more recently with the new Gear Change Policy and Local Transport Note 1/20.

20mph speed limits

It is widely accepted that 20mph is much safer for all road users in urban areas, and many towns across the UK have introduced 20mph as the default speed limit, particularly in residential areas. If collisions do occur, the risk of a fatality or serious injury is significantly reduced at 20mph compared with 30mph. There are a few 20mph zones within Hampshire.

As of 2019, there are 60 local authorities on the list of places who have implemented or who are implementing a community-wide 20mph default speed limit published by '20's Plenty for Us'. In the South these include Brighton and Hove, Chichester and Portsmouth. Studies show that a 20mph limit can improve traffic flows and road capacity in some situations, by reducing stop-start traffic and promoting a more even flow through urban streets.

The HCC Executive Lead Member for Transport and Environment Strategy has commissioned a review of the current policy for 20 mph speed restrictions in Hampshire. This will be carried out by The Economy, Transport and Environment Select Committee. A Task and Finish group has been formed – effectively a working party - to support the review.

New 20 mph zones and limits are currently restricted to address casualty reduction. The review that Cllr Heron has commissioned is to determine whether there is merit in extending the scope for these measures, particularly to support changing travel patterns and improvements to air quality. The review will focus on the evidence about whether such measures are effective and positively contribute to improving air quality and encouraging greater levels of walking and cycling, for example. The Task and Finish group will work alongside officers conducting the review, will consider the evidence and are expected to report back to the Select Committee in September, which will in turn feed into Cllr Heron consideration of the review findings, and decisions on future policy later in the autumn of 2022.

Healthy Streets Design Check[1]

This tool provides recommendations to create good-quality neighbourhoods and streets. Some of the most relevant sections considered for potential options for walking zones and routes are presented as follows.

What is Healthy Streets?

Every decision we make about our built environment, however small, is an opportunity to deliver better places for people to live in and thereby improve their health. The Healthy Streets Approach is a human-centred framework for embedding public health in transport, public realm and planning.

The 10 Healthy Streets Indicators

Our Approach is based on 10 evidence-based Healthy Streets Indicators, each describing an aspect of the human experience of being on streets. These ten must be prioritised and balanced to improve social, economic and environmental sustainability through how streets are designed and managed.

This Approach can be applied to any streets, anywhere in the world. It builds improvements on existing conditions rather than seeking a fixed end goal. Taking this Approach requires incremental changes in all aspects of the decision-making processes related to streets and transport.

Everyone feels welcome

Streets must be welcoming places for everyone to walk, spend time and engage with other people. This is necessary to keep us all healthy through physical activity and social interaction. It is also what makes places vibrant and keeps communities strong. The best test for whether we are getting our streets right is whether the whole community, particularly children, older people and disabled people are enjoying using this space.

Easy to cross

Our streets need to be easy to cross for everyone. This is important because people prefer to be able to get where they want to go directly and quickly so if we make that difficult for them they will get frustrated and give up. This is called ‘severance’ and it has real impacts on our health, on our communities and on businesses too. It is not just physical barriers and lack of safe crossing points that cause severance, it’s fast moving traffic too.

Shade & shelter

Shade and shelter can come in many forms – trees, awnings, colonnades – and they are needed to ensure that everyone can use the street whatever the weather. In sunny weather we all need protection from the sun, in hot weather certain groups of people struggle to maintain a healthy body temperature, in rain and high winds we all welcome somewhere to shelter. To ensure our streets are inclusive of everyone and welcoming to walk and cycle in no matter the weather we must pay close attention to shade and shelter.

Places to stop & rest

Regular opportunities to stop and rest are essential for some people to be able to use streets on foot or bicycle because they find travelling actively for longer distances a challenge. Seating is therefore essential for creating environments that are inclusive for everyone as well as being important for making streets welcoming places to dwell.

Not too noisy

Noise from road traffic impacts on our health and wellbeing in many ways, it also makes streets stressful for people living and working on them as well as people walking and cycling on them. Reducing the noise from road traffic creates an environment in which people are willing to spend time and interact.

People choose to walk & cycle

We all need to build regular activity into our daily routine and the most effectively to do this is to walk or cycle for short trips or as part of longer public transport trips. People will choose to walk and cycle if these are the most attractive options for them. This means making walking and cycling and public transport use more convenient, pleasant and appealing than private car use.

People feel safe

Feeling safe is a basic requirement that can be hard to deliver. Motorised road transport can make people feel unsafe on foot or bicycle, especially if drivers are travelling too fast or not giving them enough space, time or attention. Managing how people drive so that people can feel safe walking and cycling is vital.

People also need to feel safe from antisocial behaviour, unwanted attention, violence and intimidation. Street lighting and layout, ‘eyes on the street’ from overlooking buildings and other people using the street can all help to contribute to the sense of safety.

Things to see & do

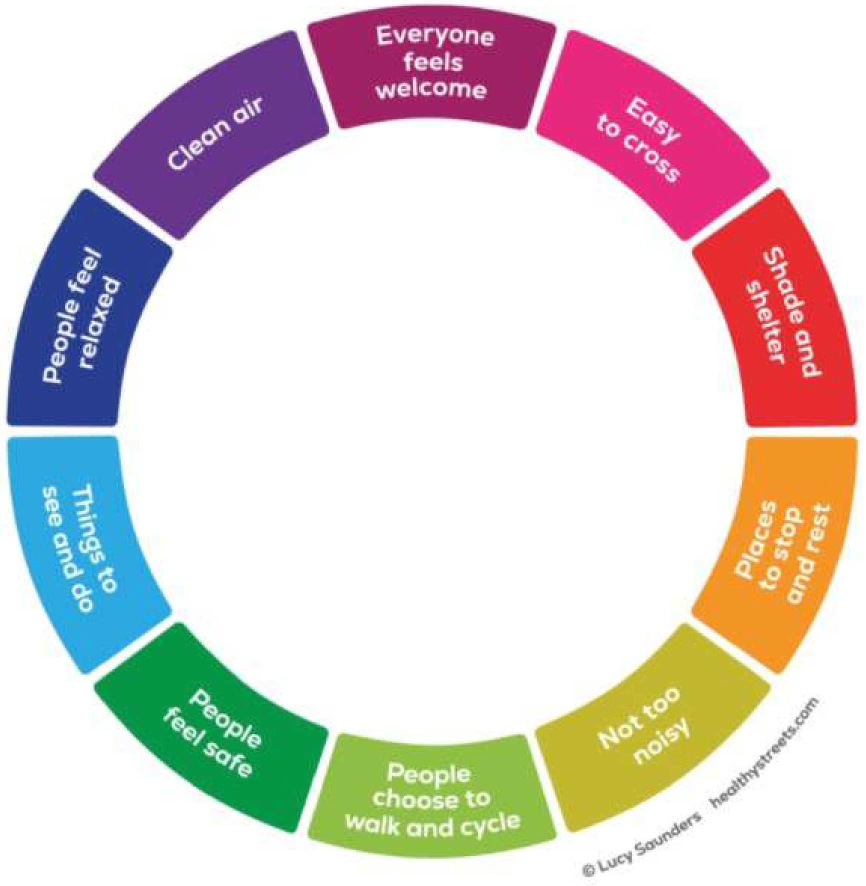
Street environments need to visually appealing to people walking and cycling, they need to provide reasons for people to use them – local shops and services, opportunities to interact with art, nature, other people.

People feel relaxed

The street environment can make us feel anxious – if it is dirty and noisy, if it feels unsafe, if we don’t have enough space, if we are unsure where to go or we can’t easily get to where we want to. All of these factors are important for making our streets welcoming and attractive to walk, cycle and spend time in.

Clean air

Air quality has an impact on the health of every person but it particularly impacts on some of the most vulnerable and disadvantaged people in the community – children and people who already have health problems. Reducing air pollution benefits us all and helps to reduce unfair health inequalities.



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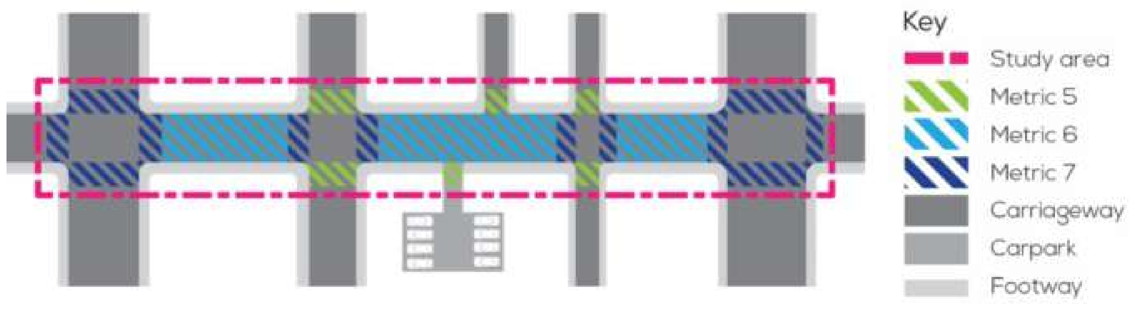
[1] https://www.healthystreets.com/what-is-healthy-streets

Design Standards

Relevant extracts from Healthy Streets Check used as a basis for recommendations in this report:

Scoring

	Metrics	Score			
		3	2	1	0
1	**Motorised vehicle speed**	When motorised traffic is travelling at its fastest the majority of vehicles are travelling below 20 mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 20-25mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 30 mph+
2	**Volume of motorised traffic**	There are 199 or fewer vehicles in the peak hour (both directions)	There are 200-499 vehicles in the peak hour (both directions)	There are 500-999 vehicles in the peak hour (both directions)	There are more than 1000 vehicles in the peak hour (both directions)
3	**Mix of vehicles**	No large vehicles use the street	The proportion of large vehicles is less than 2% of motorised traffic in the peak hour	The proportion of large vehicles is 2-5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 5% of motorised traffic in the peak hour
4	**Cycle safety at junctions**	Assessing the poorest performing junction for cycle safety, 80% or more of all movements are assessed as green under the Junction Assessment Tool (LTN 1/20)	Assessing the poorest performing junction for cycle safety, 50-79% of all movements are assessed as green under the JAT	Assessing the poorest performing junction for cycle safety, there are no red scores under the JAT	A red score under the JAT has been found on one or more of the movements at any of the junctions on the street
5	**Ease of crossing side roads**	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph and raised table/continuous footway at the entrance	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph but instead of a raised table at the entrance it has dropped kerbs	The weakest side road has dropped kerbs and these are on the desire line or a raised table/continuous footway	The weakest side road is missing at least 1 dropped kerb or dropped kerbs are not on the desire line



Facility type		3 points	2 points	1 point	0 points
Un-signalised	**Level surface for footways and carriageway**	Level surface for maximum one lane width and metric 1 'motorised vehicle speed' scores 3	Level surface for maximum 1 lane in each direction and metric 1 'motorised vehicle speed' scores 3	Level surface for maximum one lane width and metric 1 'motorised vehicle speed' scores below 3	No crossing facility or pedestrian refuge provided between junctions or does not meet threshold to score 1 point
	Zebra / Parallel crossing	Crossing no more than one lane in each direction and crossing is raised	Crossing no more than one lane in each direction and not-raised and metric 1 'motorised vehicle speed'scores 3	Crossing no more than one lane in each direction and not-raised and metric 1 'motorised vehicle speed' scores 2 or 1	
	Unsignalised, pedestrian refuge	-	-	Step free access to a 2m+ wide pedestrian refuge crossing and no more than one lane in each direction and metric 1 'motorised vehicle speed' scores 3 or 2	
Signalised	**Signalised crossing**	Step-free one-stage crossing and maximum wait time for green signal is 15 seconds.	Step-free one-stage crossing and wait time for green signal is more than 15 seconds.	Step-free two- or more stage crossing.	Not step free.

Metric 7 Priority of crossing at junctions*

Facility type		3 points	2 points	1 point	0 points
Un-signalised	**Level surface for footways and carriageway**	Level surface for maximum one lane width and metric 1 'motorised vehicle speed' scores 3	Level surface for maximum 1 lane in each direction and metric 1 'motorised vehicle speed' scores 3	Level surface for maximum one lane width and metric 1 'motorised vehicle speed' scores below 3	No crossing facility or pedestrian refuge provided between junctions or does not meet threshold to score 1 point
	Zebra / Parallel crossing	Crossing no more than one lane in each direction and crossing is raised	Crossing no more than one lane in each direction and not-raised and metric 1 'motorised vehicle speed'scores 3	Crossing no more than one lane in each direction and not-raised and metric 1 'motorised vehicle speed' scores 2 or 1	
	Unsignalised, pedestrian refuge	-	-	Step free access to a 2m+ wide pedestrian refuge crossing and no more than one lane in each direction and metric 1 'motorised vehicle speed' scores 3 or 2	
Signalised	**Signalised crossing**	Step-free one-stage crossing and maximum wait time for green signal is 30 seconds.	Step-free one-stage crossing and wait time for green signal is more than 30 seconds.	Step-free two- or more stage crossing.	Not step free.

Core Walking Zone Potential Options

Core Walking Zones were initially identified as covering Basingstoke, Whitchurch, Overton and Tadley. However, Basingstoke urban area was not included in this study, as Town Centre Master Plan for the core part of Basingstoke town centre was in still in development. The initial Town Centre Master Plan proposals have now been subject to a separate public engagement and propose an improved network of walking and cycling routes for the core town centre. Consequently, a separate and more detailed study of walking and cycling infrastructure is planned for this later this year.

Walking Interventions Toolkit

All images provided by Sustrans unless otherwise noted.

Dropped kerbs w/ tactile paving
Necessary to create inclusive, accessible crossing points for pedestrians.

Zebra crossing
Pedestrian priority crossing requiring motorists to give way to pedestrians.

Parallel crossing
Similar to a zebra crossing, but with a separate parallel cycle crossing alongside the zebra crossing.

Continuous footway
Continuous footways extend across side roads at the same level and use coloured paving materials, pedestrians have priority over motor vehicles.

Signalised crossing
Signal-controlled crossings comprising either a Pelican/Puffin for pedestrians or a Toucan which can be shared between pedestrians and cyclists.

Raised table
Raised tables at junctions reduce speeds of turning vehicles at side roads or across the entire junction.

20mph speed zones
Lower speed limits and lower speed zones create safer environments for all, may need to be combined with infrastructure and enforcement changes to ensure compliance.

One-way systems
Reallocating space from the carriageway to support wider footways, cycle facilities and vehicle parking. Can help increase cycle network permeability.

Railway Station
15 mins Mutley
City Centre 10 mins
The Barbican 20 mins
The Hoe & Waterfront 20 mins
South West Coast Path 20 mins
University 4 mins
Buses (City & N-Bound)
Railway Station

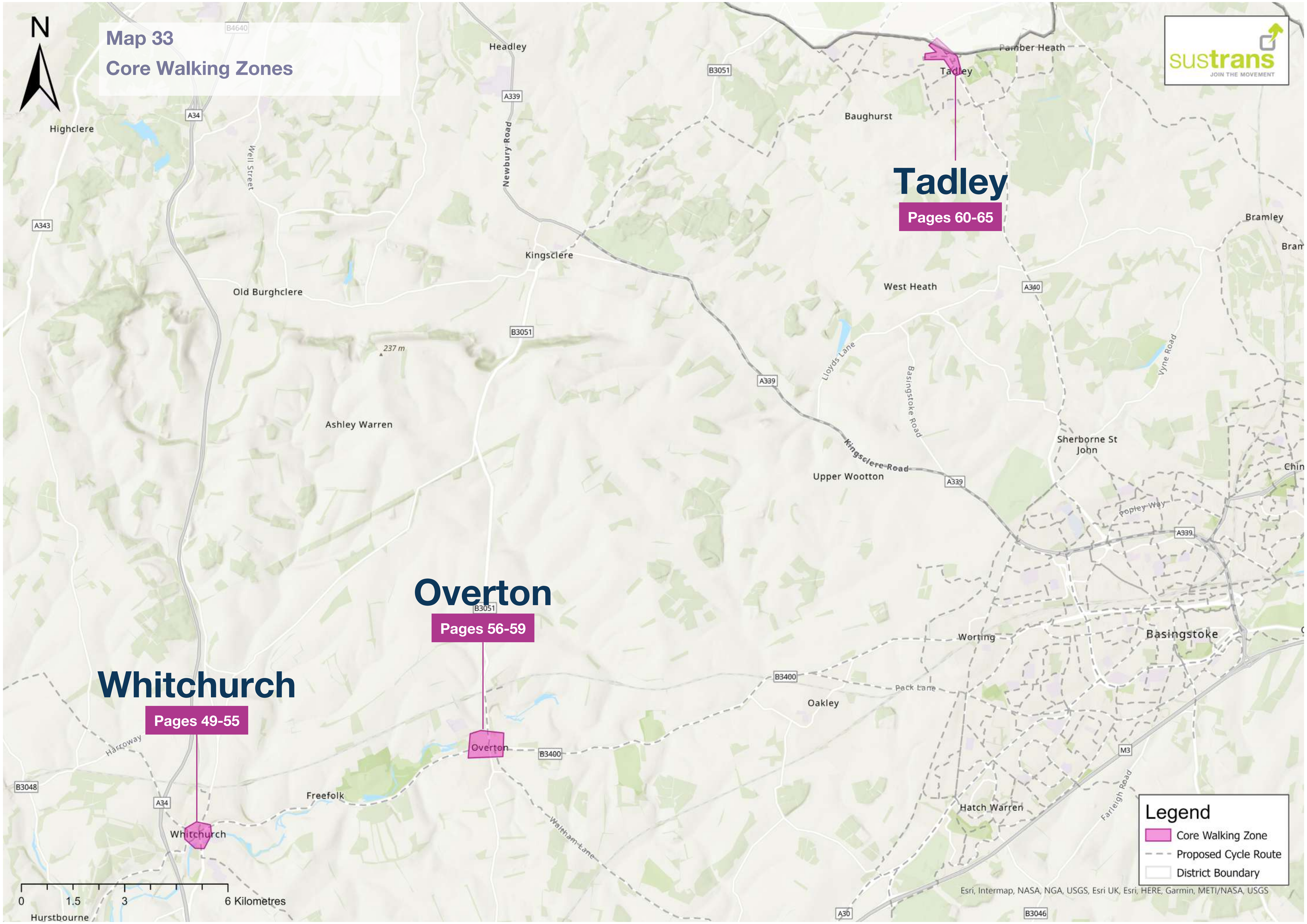
Wayfinding
Providing signage with key destinations helps improve the legibility of the pedestrian network.

Public realm improvements
Adding green infrastructure such as planters, rest areas, cycle parking and other placemaking interventions creates a more welcoming environment for pedestrians.

Source: LTN 1/20

Traffic calming
Measures to create slower speed environments can include build-outs, road humps, chicanes and planters.

Modal filter
A bollard or planter in the carriageway which people can travel past be walking or cycling. Helps create a low traffic environment by restricting access to motorised through-traffic.



Map 33
Core Walking Zones

N
sustrans
JOIN THE MOVEMENT
Tadley
Pages 60-65
Overton
Pages 56-59
Whitchurch
Pages 49-55
Headley
Pamber Heath
Baughurst
Highclere
Well Street
Newbury Road
Kingsclere
Old Burghclere
West Heath
Bramley
237 m
Ashley Warren
Lloyds Lane
Basingstoke Road
Vyne Road
Sherborne St John
Upper Wootton
Kingsclere Road
Popley Way
Worting
Basingstoke
Pack Lane
Oakley
Harroway
Freefolk
Waltham Lane
Hatch Warren
Farleigh Road
Hurstbourne
B4640
A339
A34
B3051
A343
A340
B3400
B3048
M3
A30
B3046
0
1.5
3
6 Kilometres
Legend
Core Walking Zone
Proposed Cycle Route
District Boundary

Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, METI/NASA, USGS

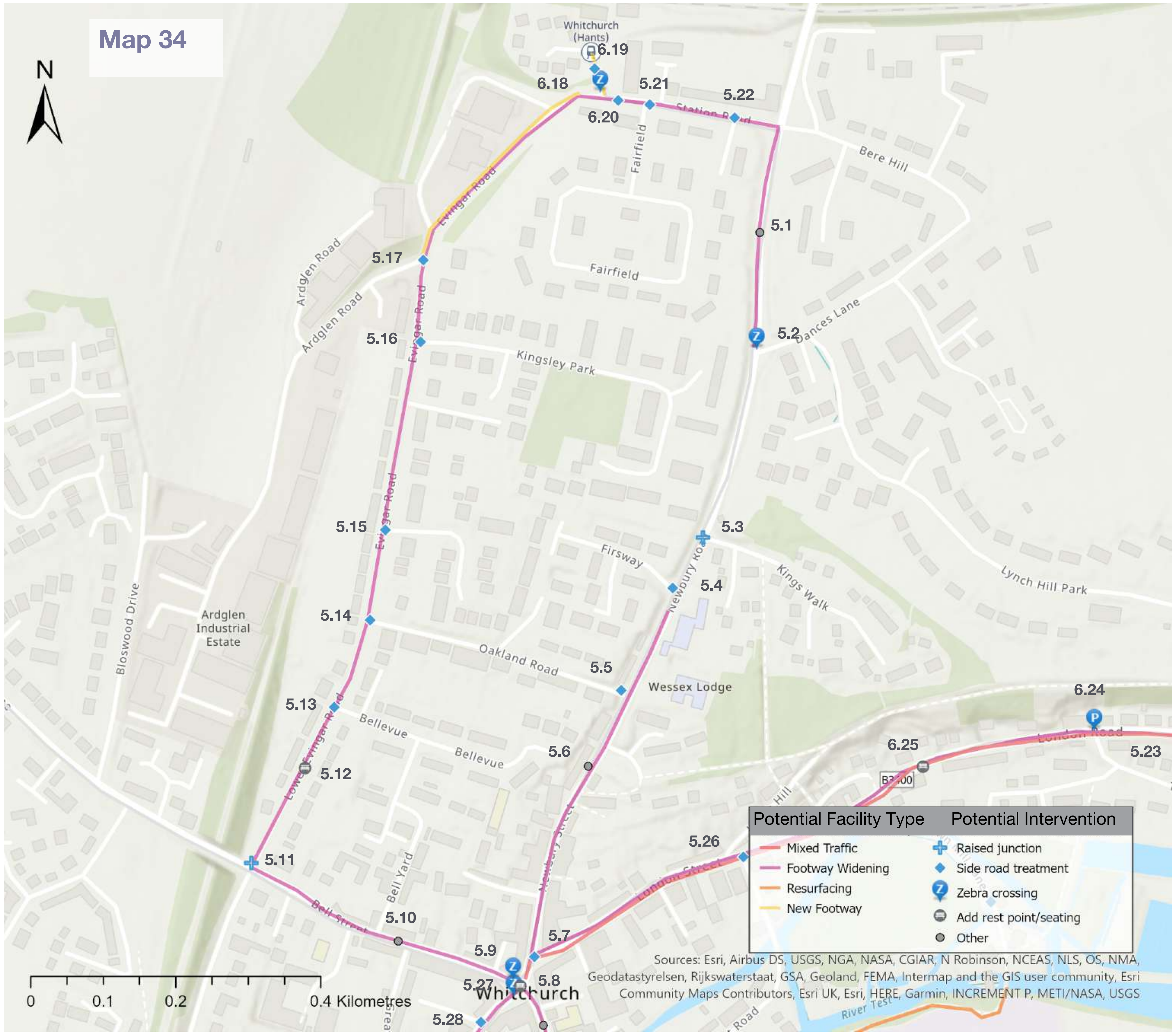
5 Whitchurch Core Walking Zone potential options and existing conditions

Whitchurch Core Walking Zone (CWZ) has been defined as the built-up core of the town centre. Key connections to Whitchurch railway station in the north to the Testbourne Community School in the south have also been considered.

The CWZ includes the retail areas on Bell Street, Church Street and London Street. It includes Evingar Road and Newbury Road, the two primary routes to the railway station. It also encompasses the Whitchurch Church of England Primary School, Testbourne Community School, and the route to The Meadow Millennium Green from the town centre via the Silk Mill.

It is understood that a programme of accessibility improvements is due to be undertaken in 2022 by HCC. Some of these improvements correlate with a number of the recommendations set out here such as widening of the footway on Alliston Way and a pedestrian crossing on Winchester Road.

Locations identified for improvement are shown on the adjacent map. Key potential options are detailed on the following pages.



Map 34

N
Whitchurch (Hants)
6.19
6.18
6.20
5.21
5.22
Station Road
Bere Hill
Fairfield
Evingar Road
5.1
5.17
Ardglen Road
Ardglen Road
Fairfield
5.16
5.2
Dances Lane
Kingsley Park
5.15
5.3
Firsway
Newbury Road
5.4
Kings Walk
Lynch Hill Park
5.14
Ardglen Industrial Estate
Bloswood Drive
Oakland Road
5.5
Wessex Lodge
6.24
5.13
Bellevue
Bellevue
6.25
London Road
5.23
B3400
5.6
5.12
Lower Evingar Road
Hill
5.26
5.11
Bell Yard
London Street
Newbury Street
Bell Street
5.10
5.7
5.9
5.27
5.8
Whitchurch
5.28
River Test
0
0.1
0.2
0.4 Kilometres
Potential Facility Type
Mixed Traffic
Footway Widening
Resurfacing
New Footway
Potential Intervention
Raised junction
Side road treatment
Zebra crossing
Add rest point/seating
Other

Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

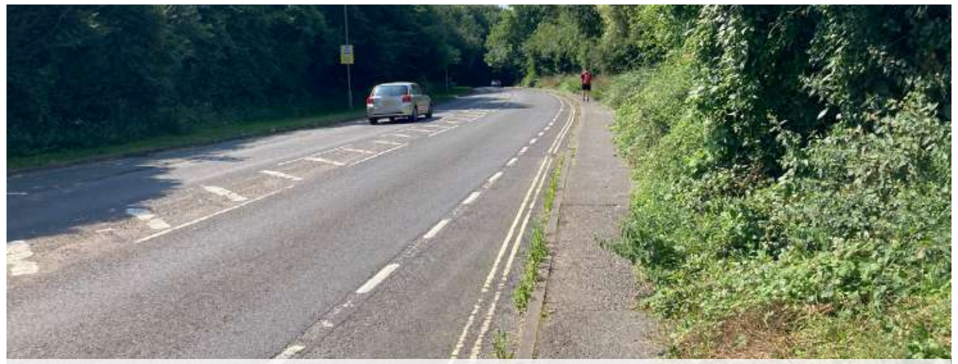


Figure 5.1 Newbury Road (Sustrans)

Narrow/overgrown footway. Cut back and maintain vegetation and widen footway to 2m between Station Road and Dance's Lane.

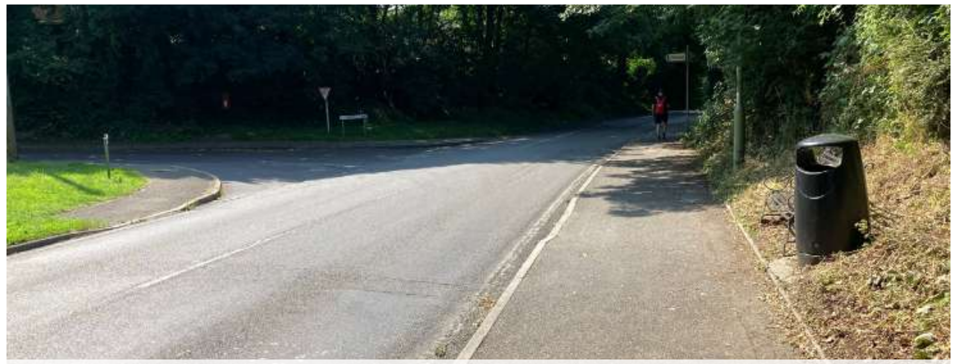


Figure 5.2 Newbury Road/Dance's Lane (Sustrans)

No tactile paving or pedestrian priority at crossing points over Newbury Road at Dance's Lane. Investigate installing zebra crossing. Alternatively install tactile paving and a raised table across whole junction including crossing points.

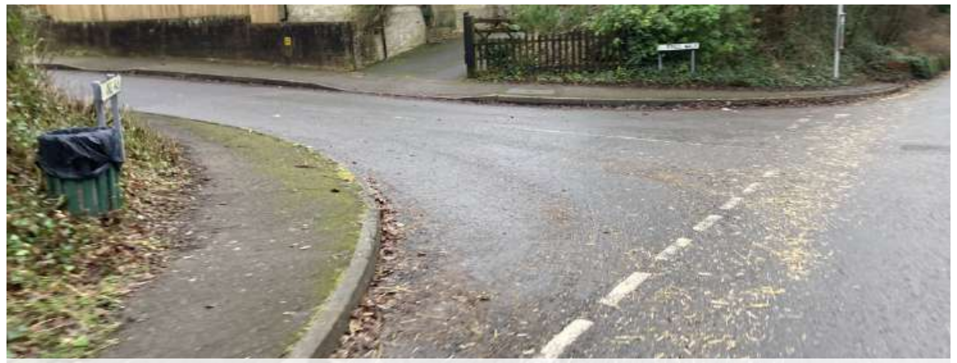


Figure 5.3 Newbury Road/Kings Walk (Sustrans)

Poor crossing provision between Kings Walk and footway on Newbury Road. Investigate tightening junction radii. Install dropped kerbs and tactile paving. Investigate raised table or raised crossing. Investigate expanding waiting area at bus stop and provision of seating and shelter.

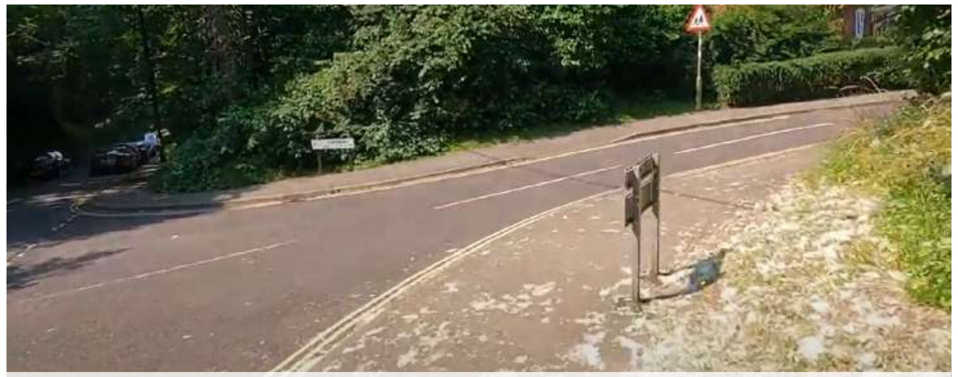


Figure 5.7 Newbury Road/Firsway (Sustrans)

Relocate crossing point over Firsway onto desire line. Investigate raised crossing or tactile paving and dropped kerbs at a minimum.

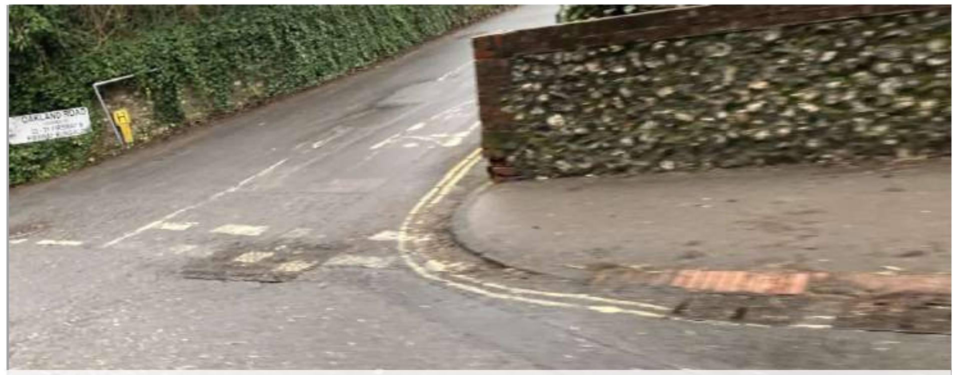


Figure 5.4 Newbury Road/Oakland Rd (Sustrans)

Investigate installing raised crossing or tactile paving and dropped kerbs as a minimum on crossing of Oakland Road on Newbury Road.

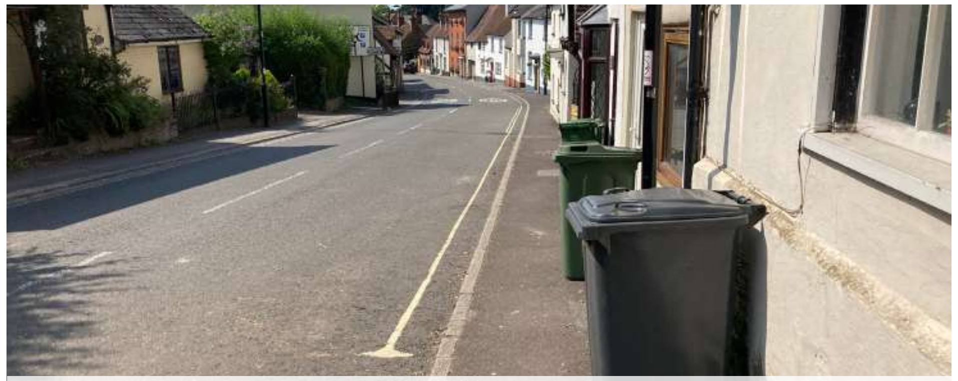


Figure 5.5 B3400/Newbury Road (Sustrans)

Widen footway where possible between Firsway and the roundabout. May require narrowing of carriageway.

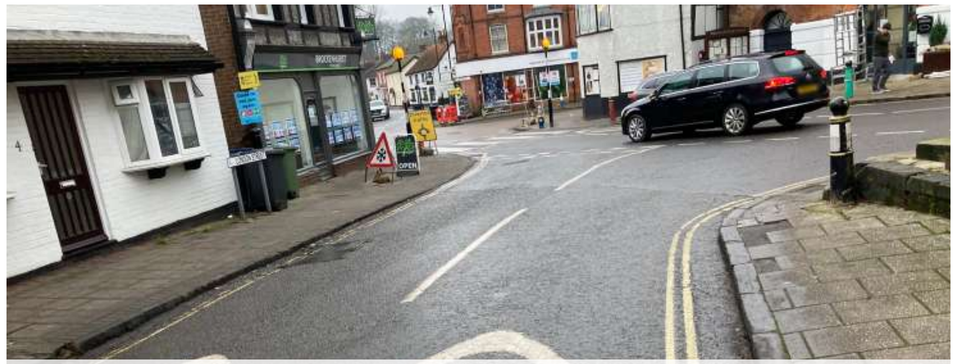


Figure 5.6 B3400/Newbury Road/Bell Street Roundabout (Sustrans)

Provide dropped kerbs and tactile paving at the crossing of the B3400 London Road. Investigate tightening junction radii. May require prohibiting right turn onto Newbury Road.

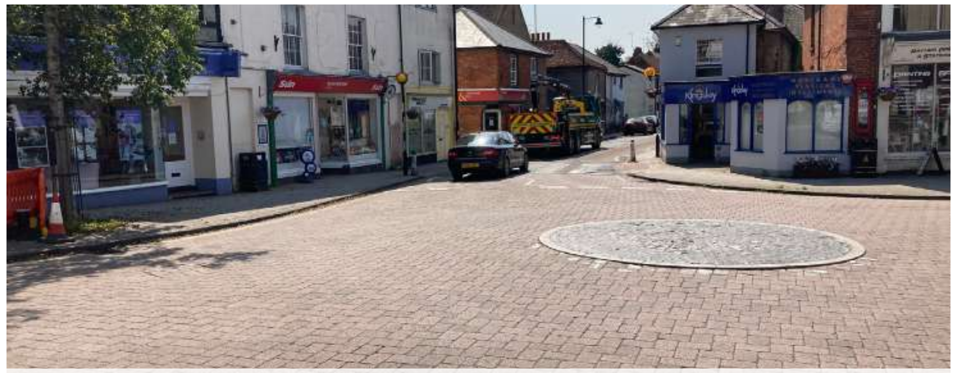


Figure 5.8 Newbury Road/Oakland Road (Sustrans)

Tighten roundabout geometry to increase public realm space at the B3400/Newbury Road/Bell Street Roundabout. Provide additional seating, cycle parking and green infrastructure.

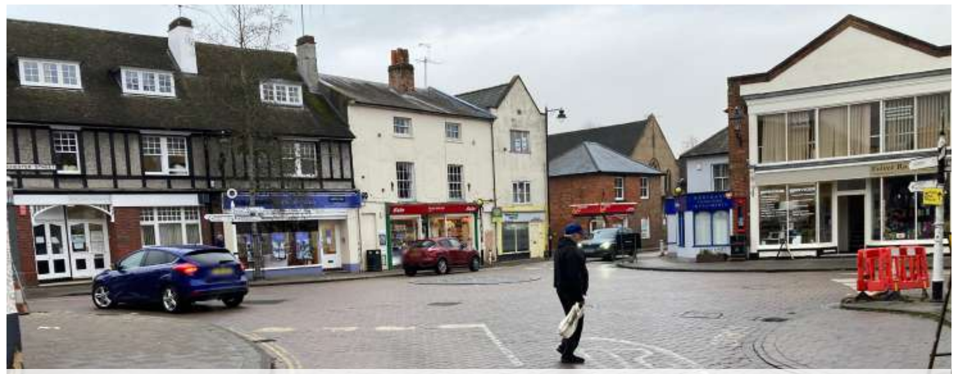


Figure 5.9 Bell Street/Newbury Street/B3400 (Sustrans)

Consider upgrading existing uncontrolled crossing at the eastern end of Bell Street to a zebra crossing.

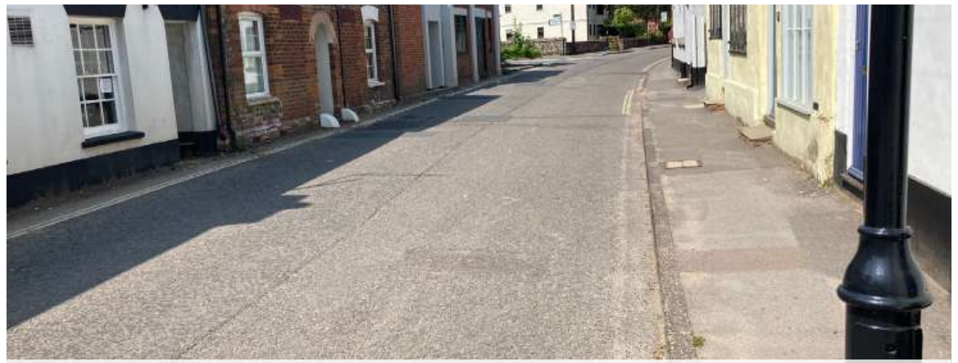


Figure 5.10 Bell Street (Sustrans)

Footways on Bell Street are very narrow or non-existent. Investigate making road one-way for motor traffic to allow footway widening, whilst retaining two-way for cycling.

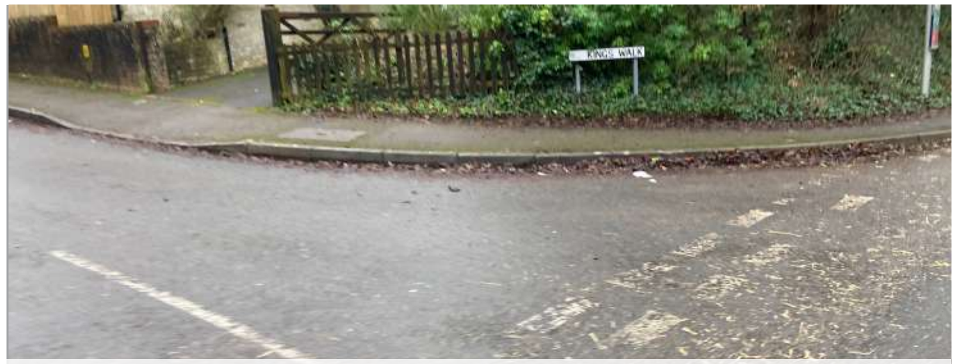


Figure 5.11 Newbury Road/Kings Walk (Sustrans)

No tactile paving at Bell Street/Lower Evingar Road junction. Relocate crossing onto desire line and install tactile paving. Consider raised table at junction.

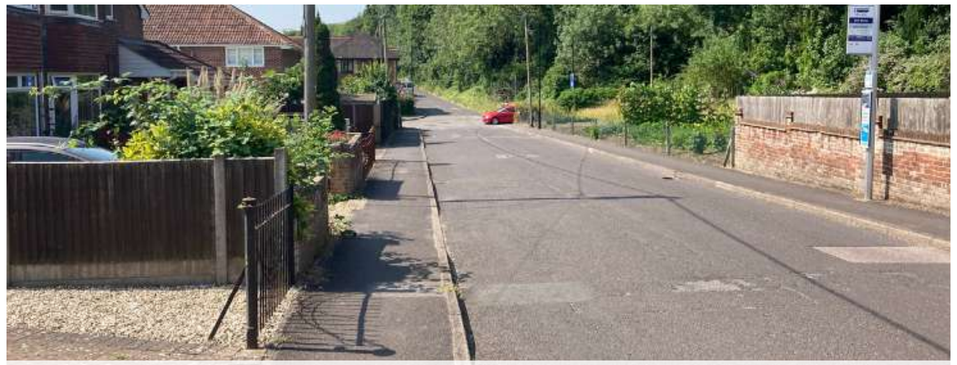


Figure 5.12 Evingar Road (Sustrans)

The footways on Evingar Road and Station Road are very narrow. These should be widened wherever possible. Investigate provision of rest points/benches where there is sufficient space to do so without obstructing the footway.

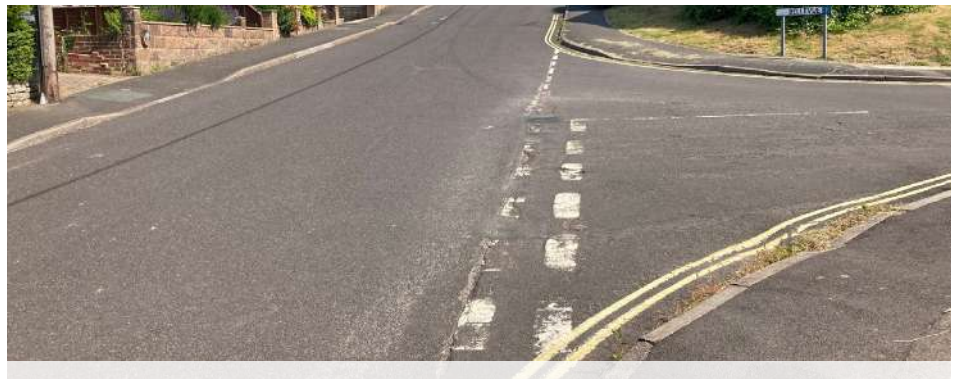


Figure 5.13 Evingar Road/Bellevue (Sustrans)

No tactile paving across Bellevue junction. Install continuous footway if possible, otherwise provide tactile paving.

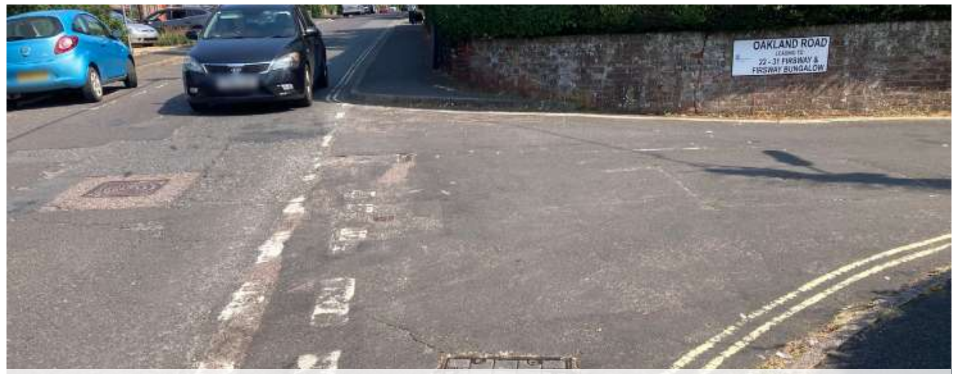


Figure 5.14 Evingar Road/Oakland Road (Sustrans)

No dropped kerbs or tactile paving at Evingar Road/Oakland Road junction. Investigate installing continuous footway or tactile paving and dropped kerbs at a minimum.

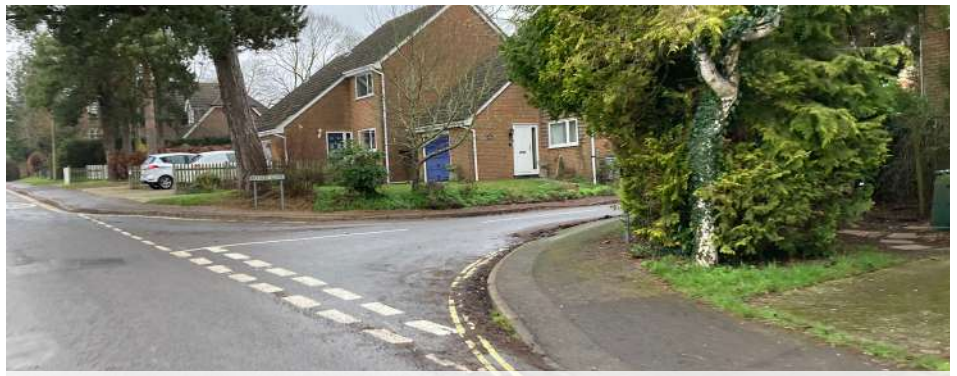


Figure 5.15 Bicester Close (Sustrans)

No dropped kerbs or tactile paving at Bicester Close junction on Evingar Road. Wide junction radii. Investigate installing continuous footway or tactile paving and dropped kerbs at a minimum. May require restriction of parking opposite junction.

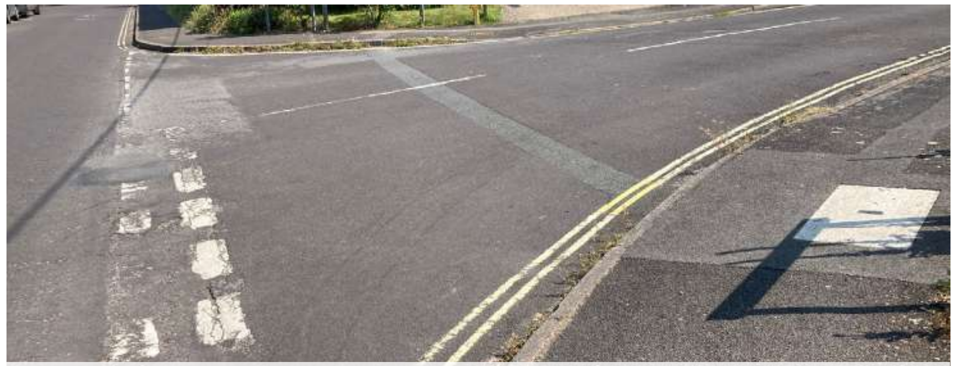


Figure 5.16 Kingsley Park (Sustrans)

No dropped kerbs or tactile paving on desire line across Kingsley Park. Install continuous footway, otherwise tighten radii and install dropped kerbs and tactile paving. May require restriction of parking opposite junction.

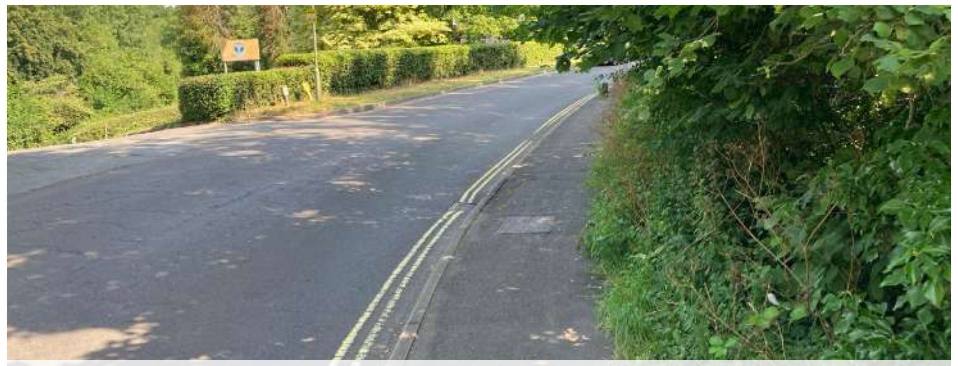


Figure 5.17 Evingar Road/Ardglen Road (Sustrans)

No pedestrian facilities on the western side of Evingar Road north of Ardglen Road. Install dropped kerbs and tactile paving on pedestrian desire line to connect to new footway.

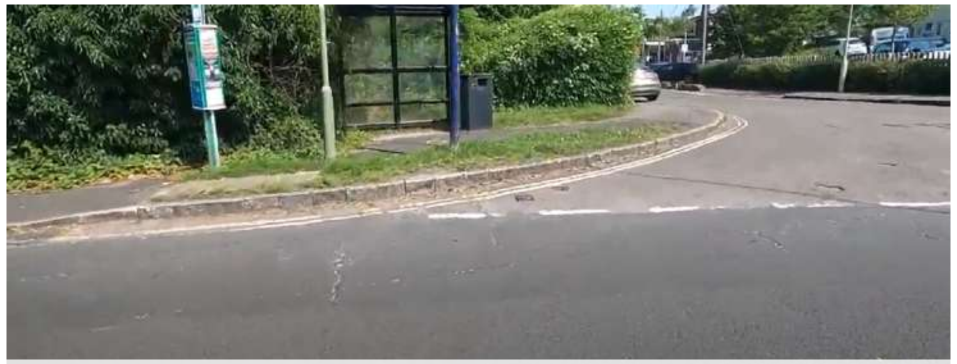
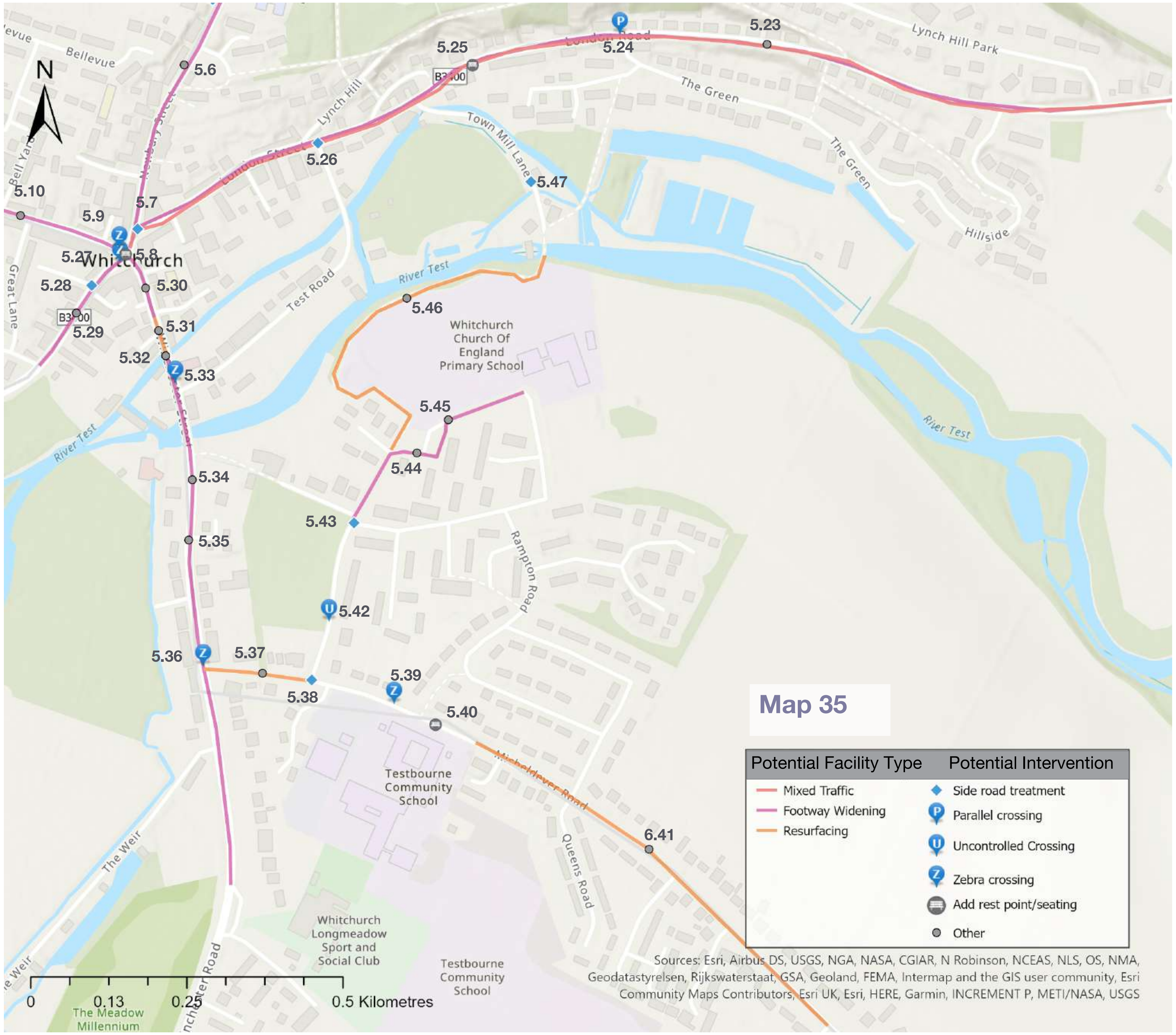


Figure 5.18 Whitchurch Railway Station bus stop (Sustrans)

No pedestrian crossing provision at the Whitchurch Railway Station bus stop. Provide dropped kerbs and tactile paving on pedestrian desire line. Install seating at bus stop. Provide pedestrian crossing point across Station Road.


Map 35
Potential Facility Type
Mixed Traffic
Footway Widening
Resurfacing
Potential Intervention
Side road treatment
Parallel crossing
Uncontrolled Crossing
Zebra crossing
Add rest point/seating
Other
N
0
0.13
0.25
0.5 Kilometres
5.6
5.7
5.8
5.9
5.10
5.23
5.24
5.25
5.26
5.27
5.28
5.29
5.30
5.31
5.32
5.33
5.34
5.35
5.36
5.37
5.38
5.39
5.40
5.42
5.43
5.44
5.45
5.46
5.47
6.41
Whitchurch
Whitchurch Church Of England Primary School
Testbourne Community School
Whitchurch Longmeadow Sport and Social Club
Testbourne Community School
The Meadow Millennium
River Test
London Road
London Street
Lynch Hill
Lynch Hill Park
The Green
Town Mill Lane
Test Road
Hillside
Bellevue
Great Lane
Rampton Road
Queens Road
Micheldever Road
The Weir
B3400

Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

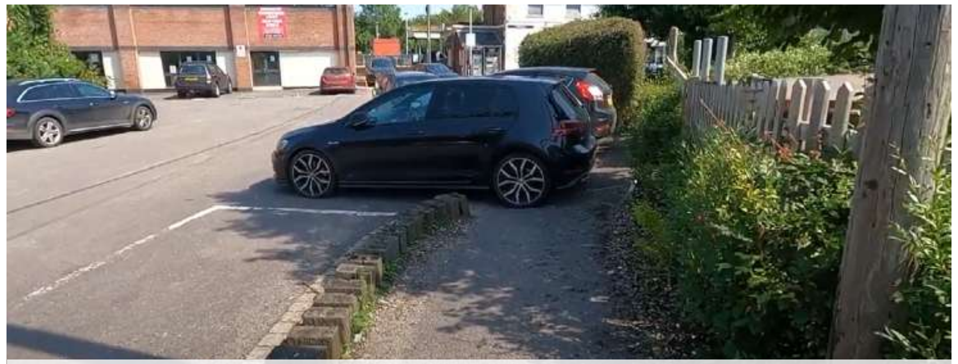


Figure 5.19 Whitchurch Station approach (Sustrans)

No safe pedestrian connection between Whitchurch Station and Station Road. Install safe and continuous pedestrian connection to station. May require removal of some parking.

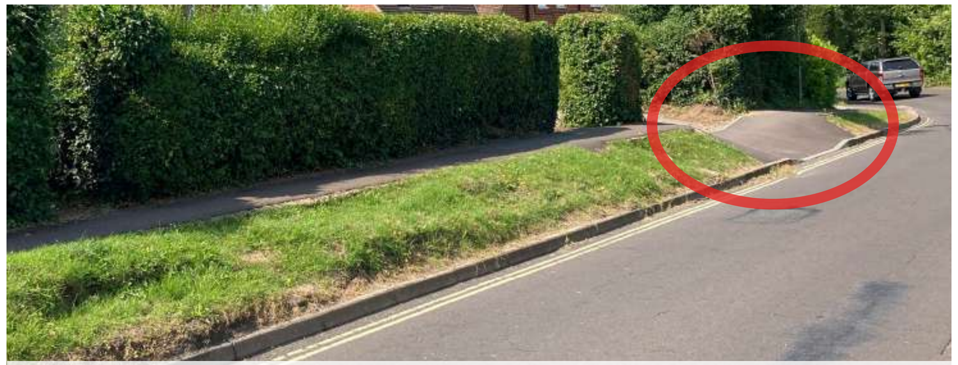


Figure 5.20 Station Road (Sustrans)

Uneven footway on the southern side of Station Road. The steep cross slope makes this footway very challenging to navigate if using a wheelchair. Redesign footway on southern side of Station Road to provide a more level surface which is accessible to all users.

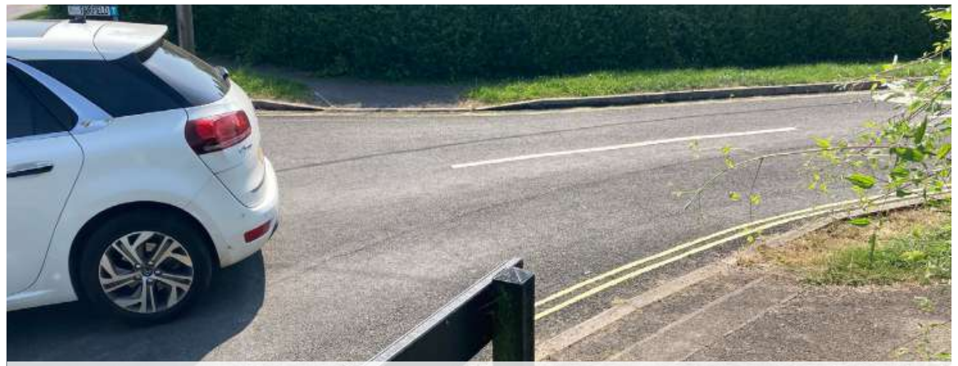


Figure 5.21 Fairfield/Station Road (Sustrans)

No tactile paving, crossing not on desire line across Fairfield. Relocate crossing onto pedestrian desire line. Investigate installing continuous footway or tactile paving and dropped kerbs at a minimum.

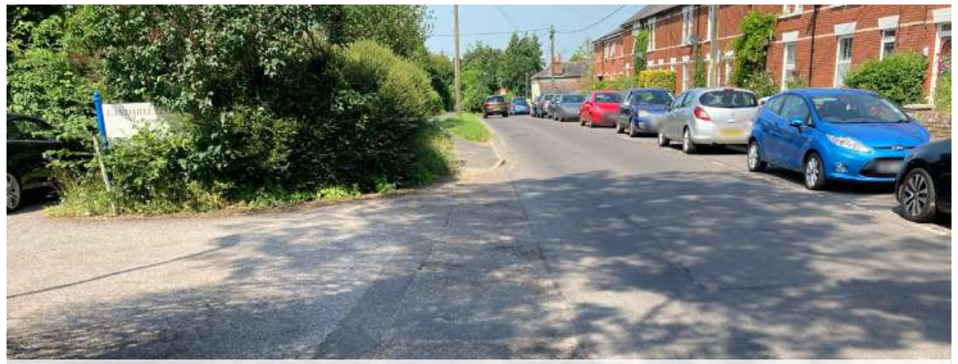


Figure 5.22 Bere Hill Close/Station Road (Sustrans)

Poor crossing provision across Bere Hill Close. Investigate installing continuous footway or tactile paving and dropped kerbs at a minimum.

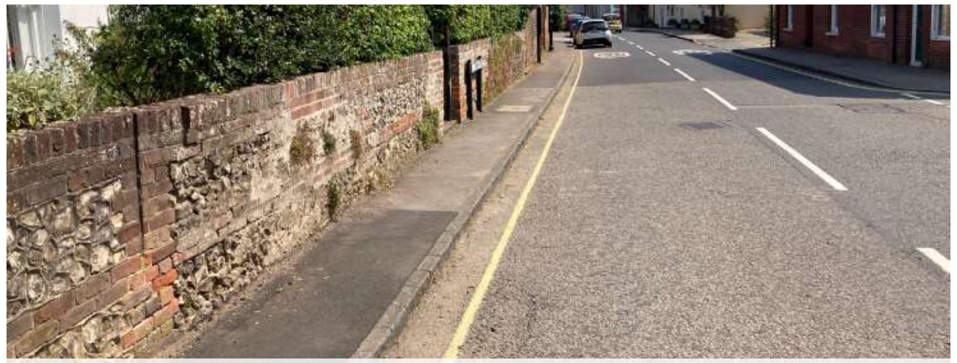


Figure 5.23 B3400 London Road (Sustrans)

Widen footways on the B3400 between Lynch Hill Park and Newbury Street. May require removal of on-street parking or making road one-way with contraflow cycling.

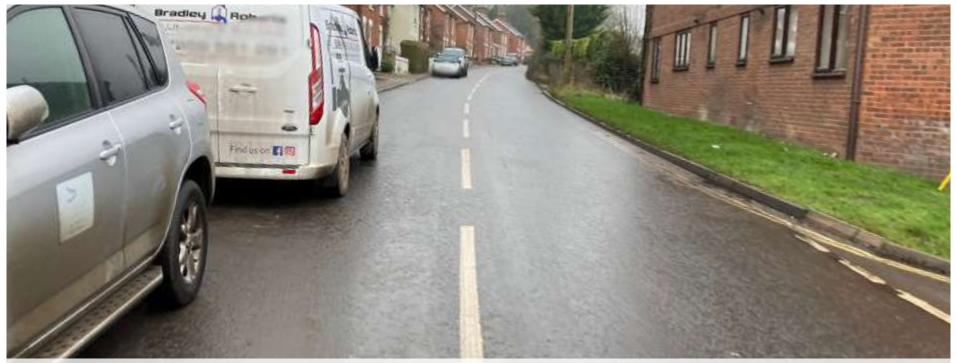


Figure 5.24 B3400/The Green (Sustrans)

Install pedestrian crossing with dropped kerbs and tactile paving between footways on The Green and the B3400.

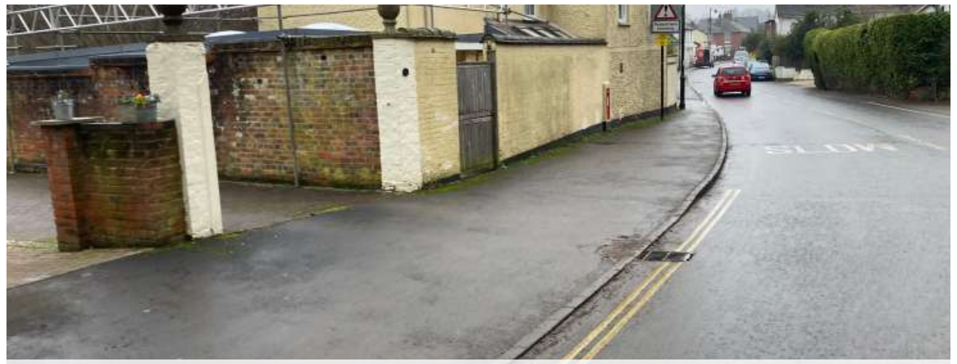


Figure 5.25 B3400 London Road (Sustrans)

Provide a rest point with shelter where the footway widens on B3400 east of The Lynch. Provide a bin.

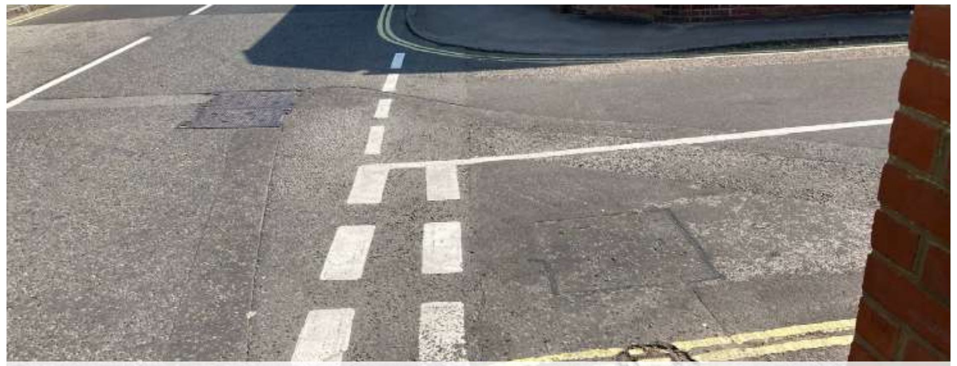


Figure 5.26 B3400/Test Road (Sustrans)

Improve dropped kerb and provide tactile paving across the Test Road junction.

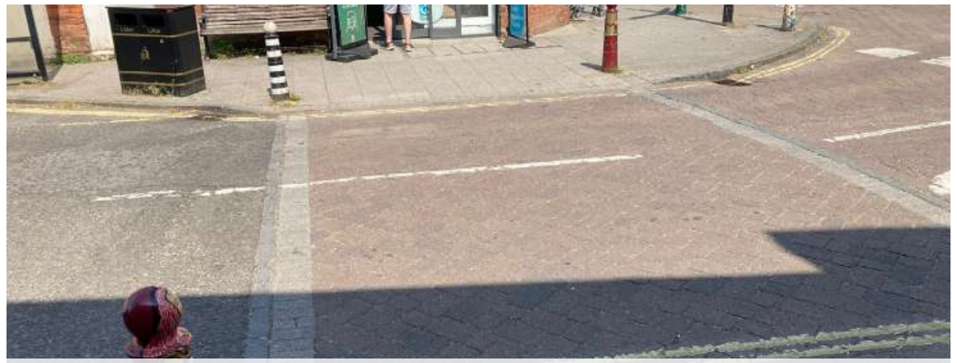


Figure 5.27 B3400 Church Street (Sustrans)

Consider upgrading existing uncontrolled crossing over the B3400 Church Street to a controlled crossing.

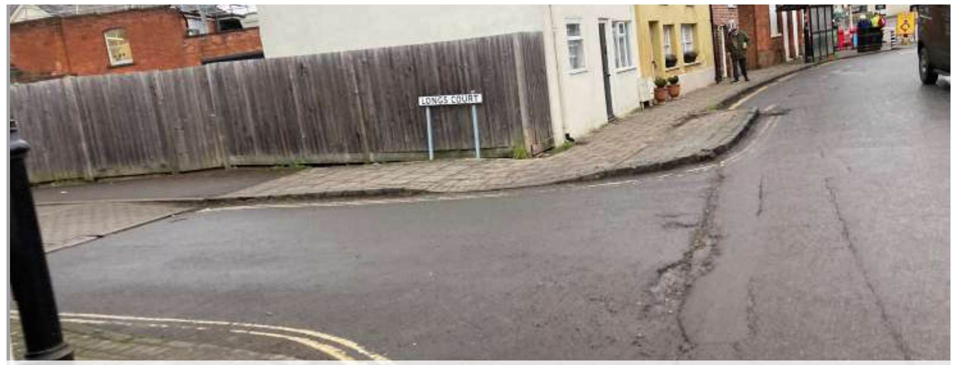


Figure 5.28 B3400 Church Road/Longs Court (Sustrans)

No tactile paving at the Longs Court junction on the B3400 Church Road. Install tactile paving and improve dropped kerb.

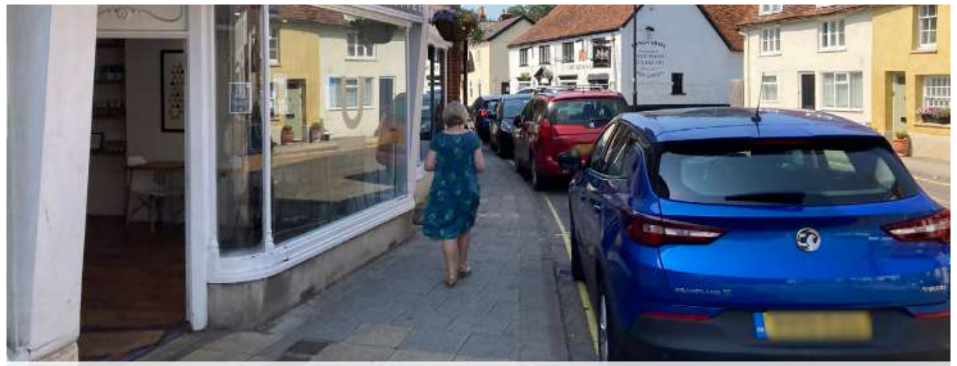


Figure 5.29 Fairfield/Station Road (Sustrans)

Footways on the B3400 Church Road are narrow. Widen where possible. May require removal of on-street parking bays and bus layby, so buses would need to stop in carriageway instead.

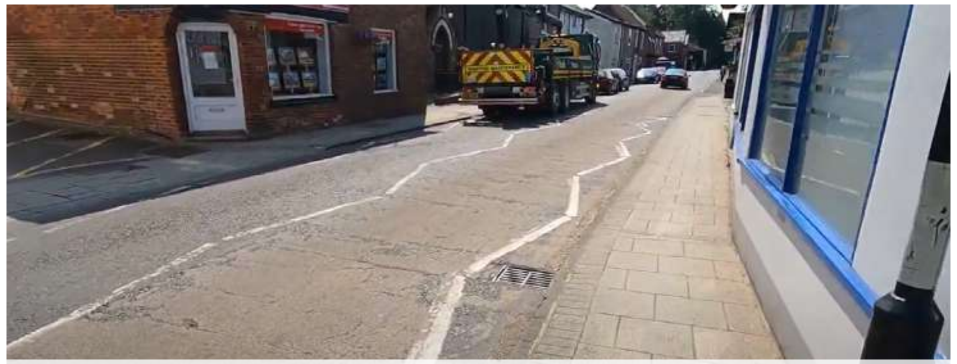


Figure 5.30 Winchester Street (Sustrans)

There are narrow footways on Winchester Street between the roundabout and Test Mews. Widen where possible. May require removal of on-street parking or making road one-way with contraflow for cycling.

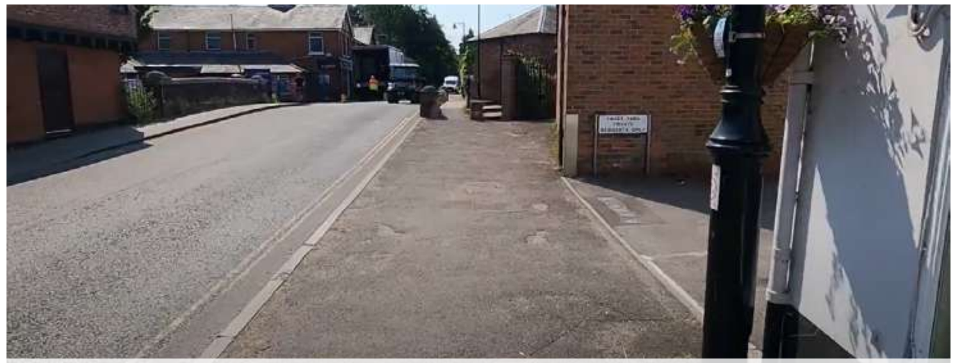


Figure 5.31 Winchester Road/Pages Yard (Sustrans)

Review poor surface quality on footway on the western side of Winchester Road within the vicinity of Pages Yard. Improve to a smooth and level surface if it falls beneath agreed maintenance standards.

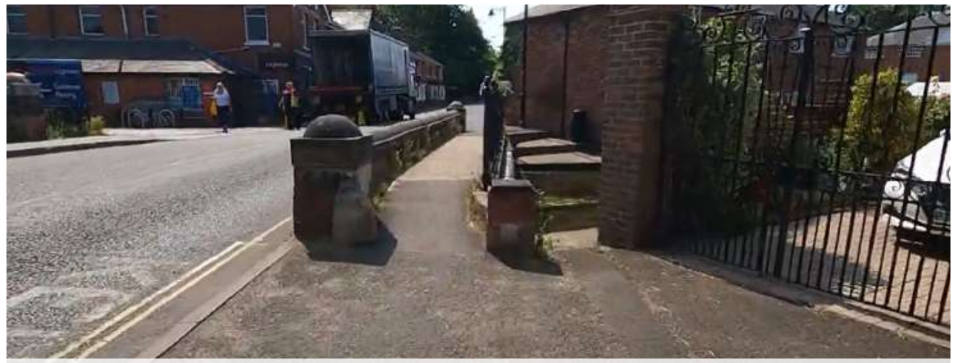


Figure 5.32 Winchester Road River Test bridge (Sustrans)

Narrow footway on the western side of Winchester Road on the bridge over the River Test may prevent access for some users. Remove obstructions/widen footway subject to any conservation constraints.

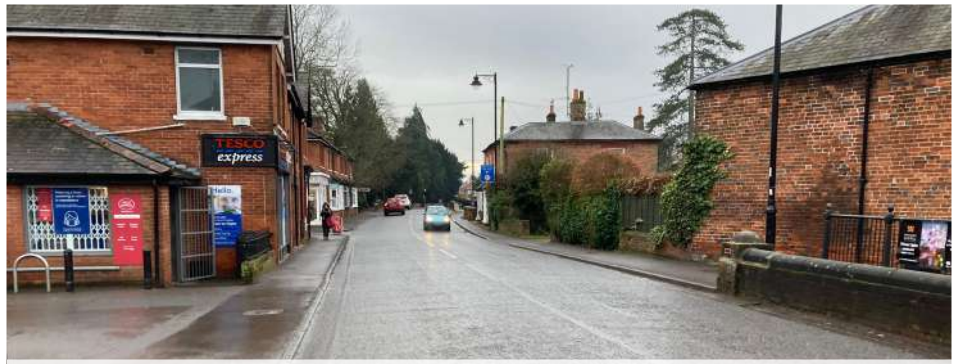


Figure 5.33 Winchester Road Tesco Express (Sustrans)

No crossing provision over Winchester Road. Provide zebra crossing within vicinity of Tesco Express. Dropped kerbs and tactiles as a minimum.

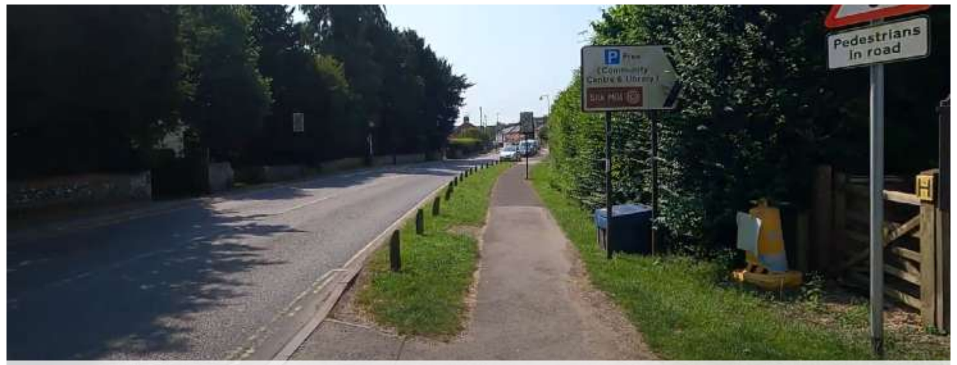


Figure 5.34 Winchester Road (Sustrans)

Widen footways and remove obstructions on Winchester Road between the Tesco Express and Webbs Farm Close.

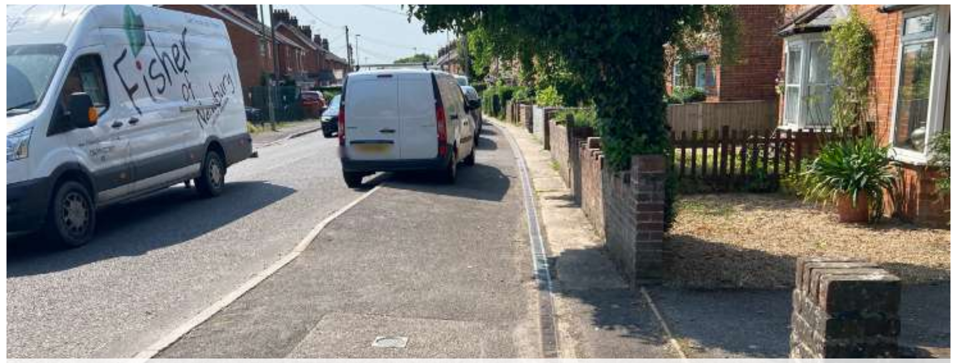


Figure 5.35 Winchester Road (Sustrans)

Pavement parking restricts effective width of the footway on Winchester Road. Prohibit and enforce pavement parking.

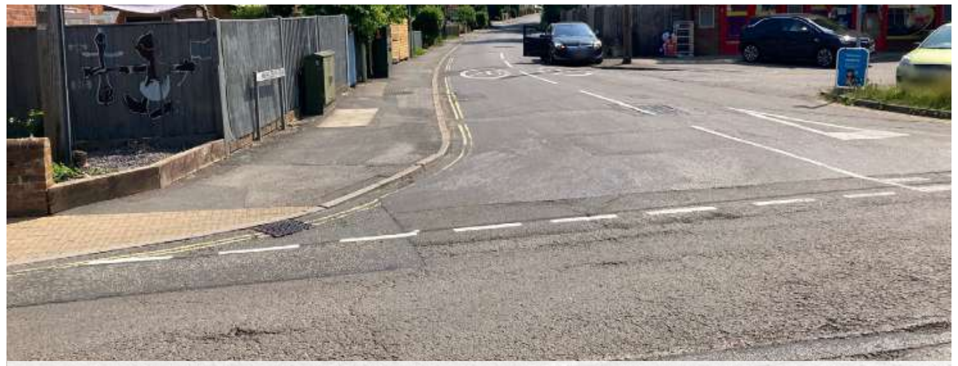


Figure 5.36 Winchester Road/Micheldever Road (Sustrans)

Consider installing zebra crossing over Winchester Road for people accessing local shop and schools from the western footway.

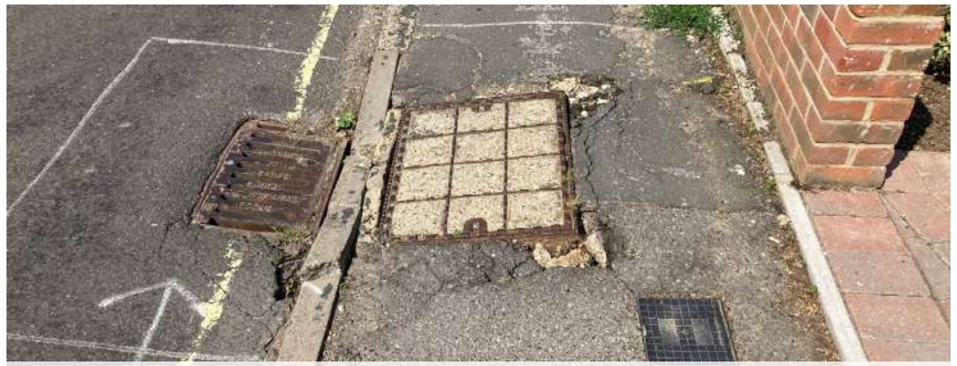


Figure 5.37 Micheldever Road (Sustrans)

Footways on Micheldever Road are in poor condition. Resurface and widen where possible.

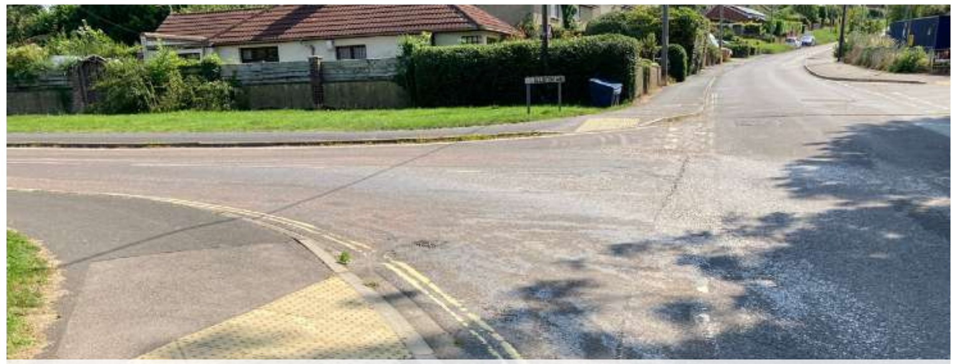


Figure 5.38 Micheldever Road/Alliston Way (Sustrans)

Consider continuous footway or raised crossing across Alliston Way at Micheldever Road. Otherwise tighten junction radii to slow vehicle turning speeds and reduce crossing distance.

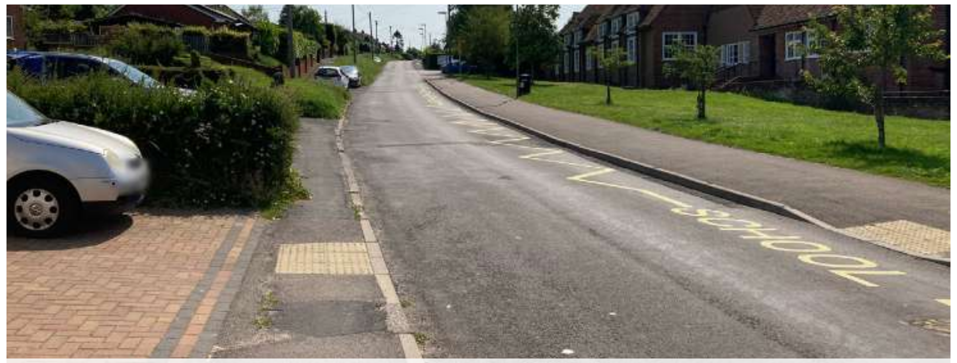


Figure 5.39 Micheldever Road opposite school (Sustrans)

Investigate provision of zebra crossing over Micheldever Road opposite school in place of the existing uncontrolled crossing.

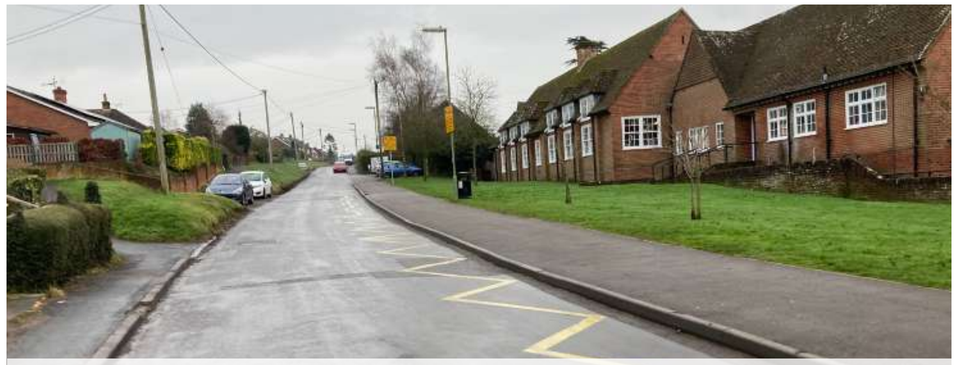


Figure 5.40 Micheldever Road (Sustrans)

Provide additional rest points and shelter where appropriate on Micheldever Road, utilising the greenspace outside the school.

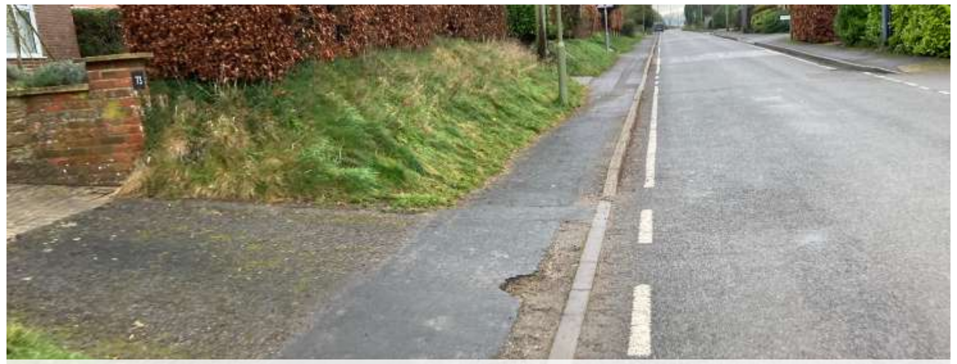


Figure 5.41 Micheldever Road (Sustrans)

Footways on Micheldever Road between the school and Micheldever Close are in poor condition. Resurface and widen where possible.

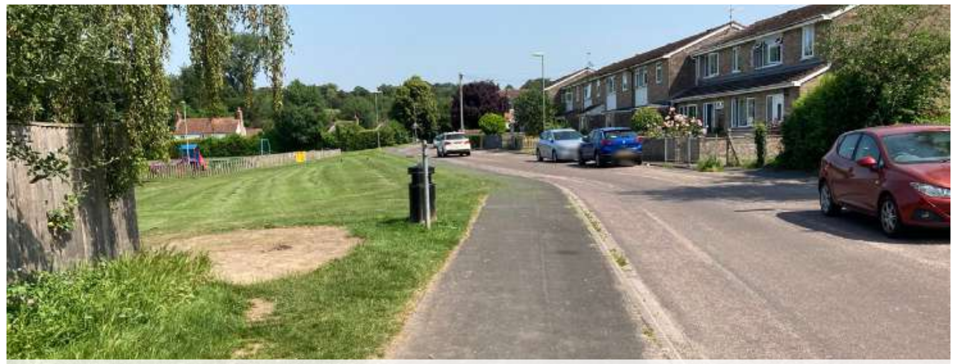


Figure 5.42 Alliston Way (Sustrans)

Provide pedestrian crossing point with dropped kerbs and tactile paving across Alliston Way and provide additional rest points in park beside footway.

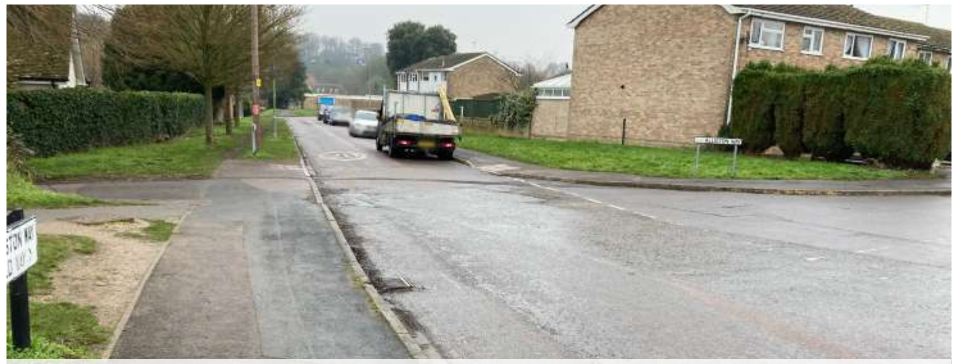


Figure 5.43 McFauld Way/Alliston Way (Sustrans)

Consider continuous footway across McFauld Way/Alliston Way junction. Otherwise provide pedestrian crossing on desire line with dropped kerbs and tactile paving. Tighten junction radii.

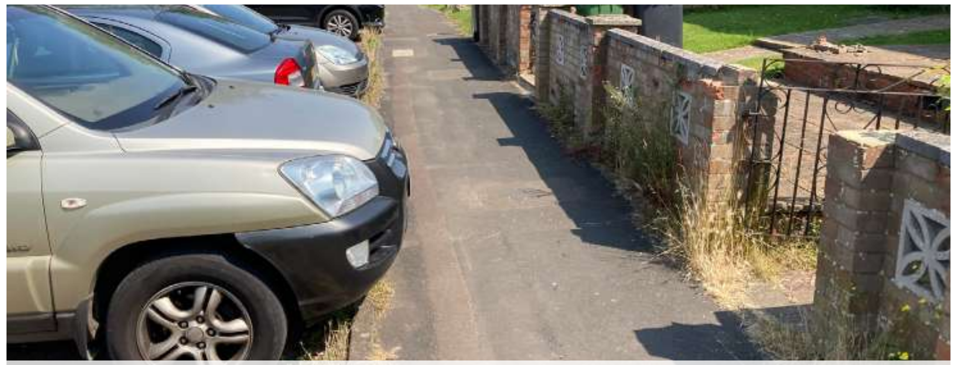


Figure 5.44 McFauld Way (Sustrans)

Widen footway on McFauld Way between Alliston Way and Whitchurch Primary School.

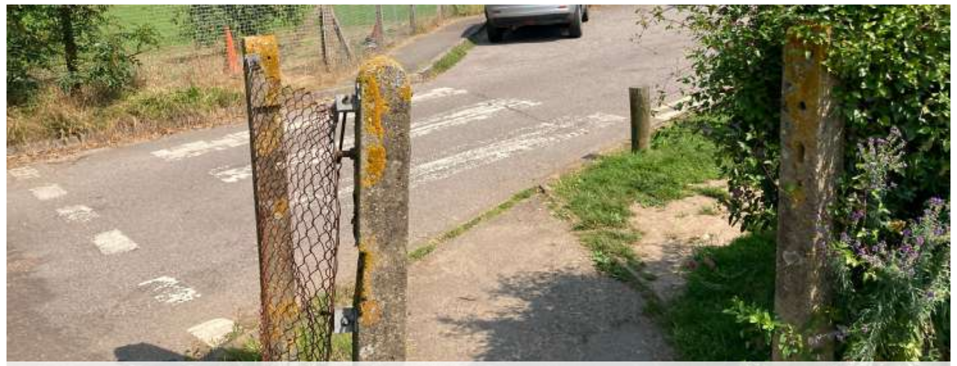


Figure 5.45 Whitchurch Primary School access (Sustrans)

Provide dropped kerbs or tactile paving at zebra crossing across the Whitchurch Primary School entrance.

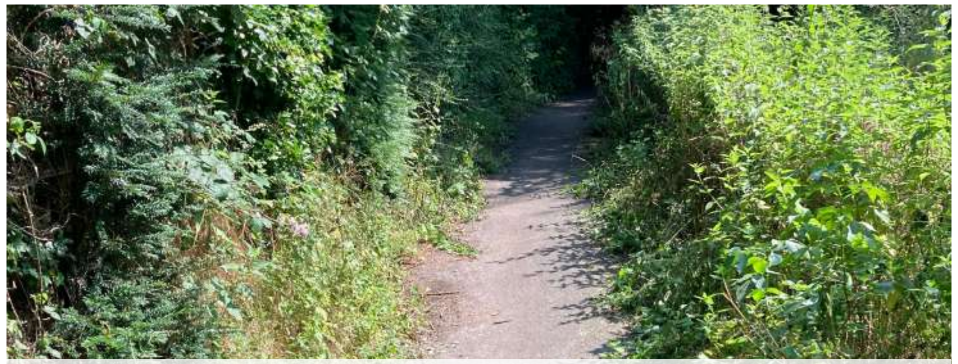


Figure 5.46 Sheppard Close to Town Mill Lane footpath (Sustrans)

Resurface footpath between Sheppard Close and Town Mill Lane, and cut back vegetation. Investigate provision of lighting.

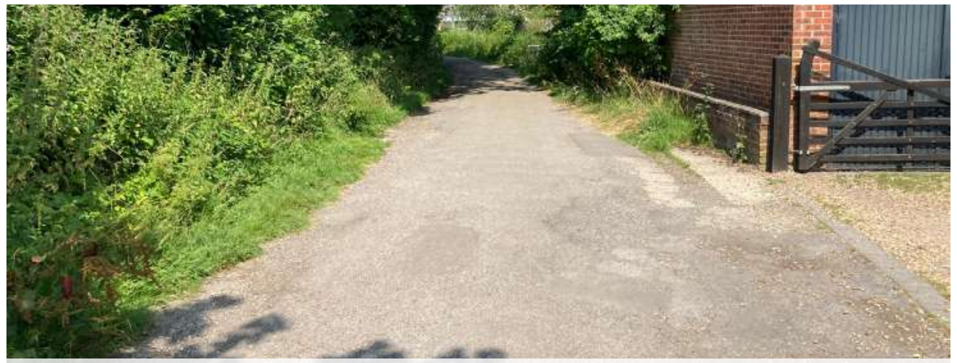


Figure 5.47 Town Mill Lane (Sustrans)

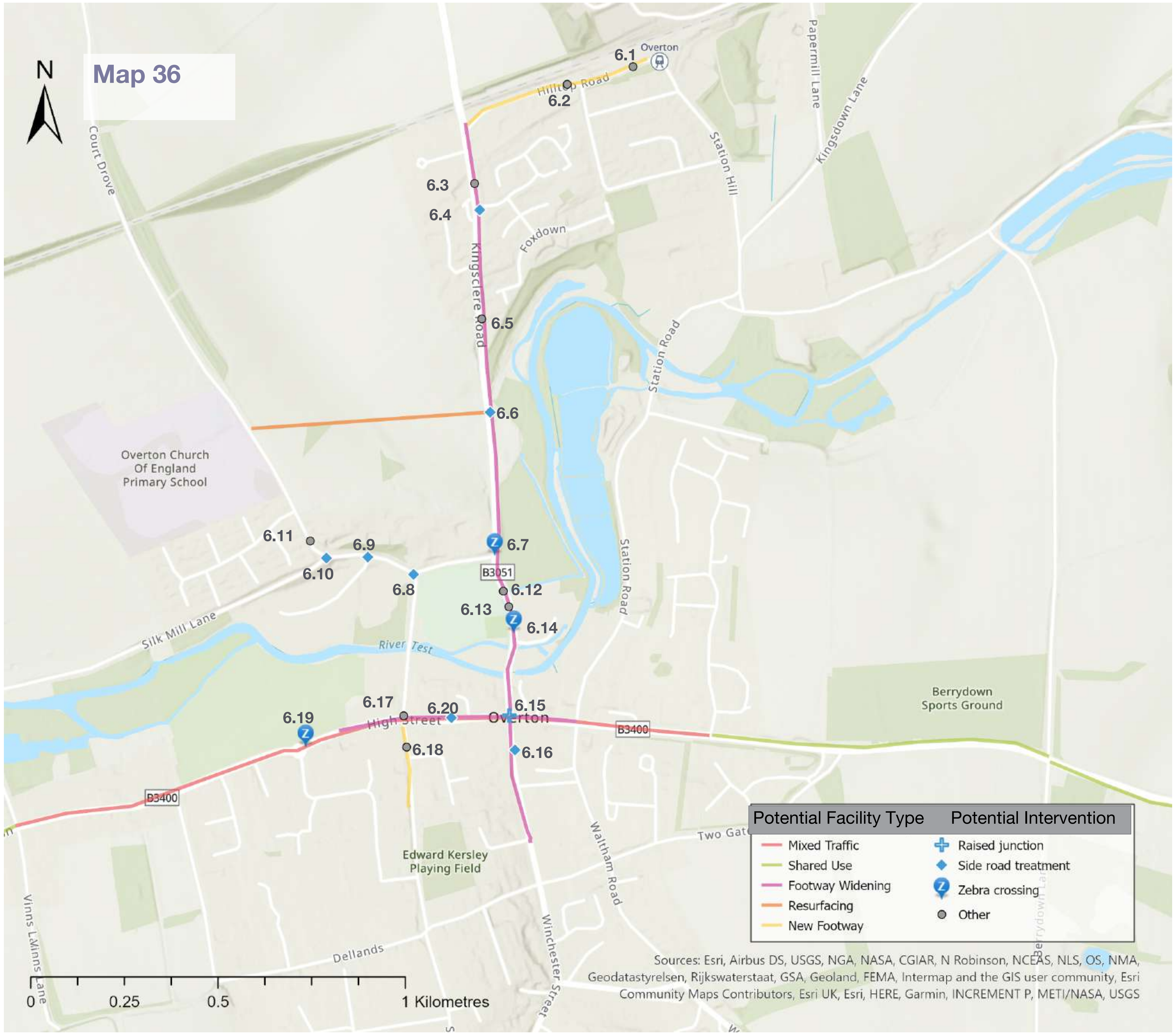
Install wayfinding and pedestrian symbols on carriageway to make drivers aware of pedestrians in carriageway on Town Mill Lane. Repair potholes. Investigate lighting provision.

6 Overton Core Walking Zone potential options and existing conditions

The Overton Core Walking Zone (CWZ) has been defined as the built-up core of the village centre, and also includes Kingsclere Road to Overton railway station and links to the Overton Church of England Primary School.

The CWZ includes the major retail corridors of High Street/London Road and Winchester Street, and the length of Kingsclere Road from Hilltop Road to High Street. The CWZ also includes Red Lion Lane and Bridge Street, linking across the River Test.

Locations identified for improvement are shown on the adjacent map. Key potential options are detailed on the following pages.


Map 36
N
6.1
Overton
Hilltop Road
6.2
6.3
6.4
Foxdown
Kingsclere Road
6.5
6.6
Court Drove
Papermill Lane
Kingsdown Lane
Station Hill
Station Road
Overton Church Of England Primary School
6.7
6.8
6.9
6.10
6.11
B3051
6.12
6.13
6.14
Silk Mill Lane
River Test
6.15
6.16
6.17
6.18
6.19
6.20
High Street
Overton
B3400
Berrydown Sports Ground
Edward Kersley Playing Field
Waltham Road
Winchester Street
Two Gat
Dellands
Vinns LMinns Lane
0
0.25
0.5
1 Kilometres
Potential Facility Type
Mixed Traffic
Shared Use
Footway Widening
Resurfacing
New Footway
Potential Intervention
Raised junction
Side road treatment
Zebra crossing
Other

Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

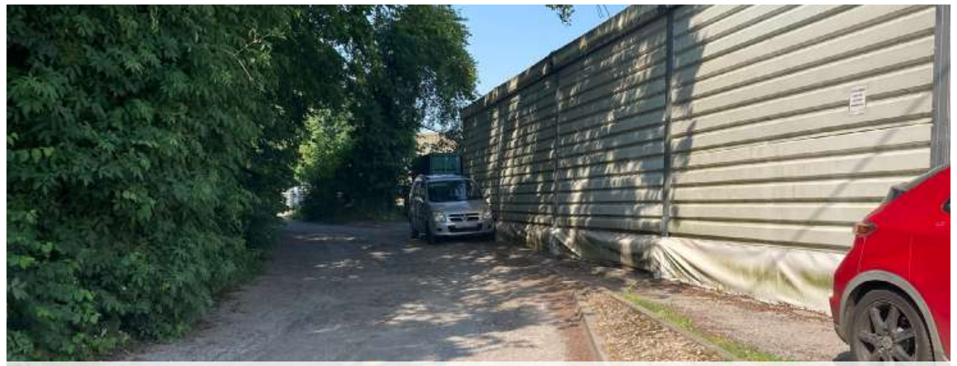


Figure 6.1 Hilltop Road (Sustrans)

Lack of pedestrian provision. Add footways from Overton station to Kingsclere Road on Hilltop Road.

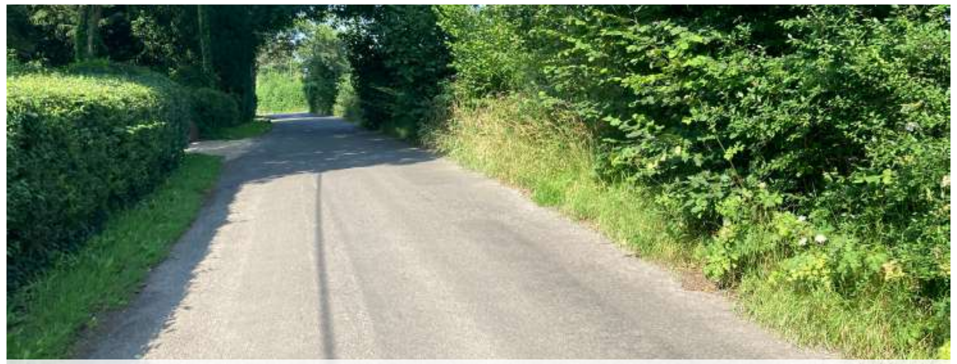


Figure 6.2 Hilltop Road (Sustrans)

Lack of pedestrian provision. Add footways from Overton station to Kingsclere Road on Hilltop Road.

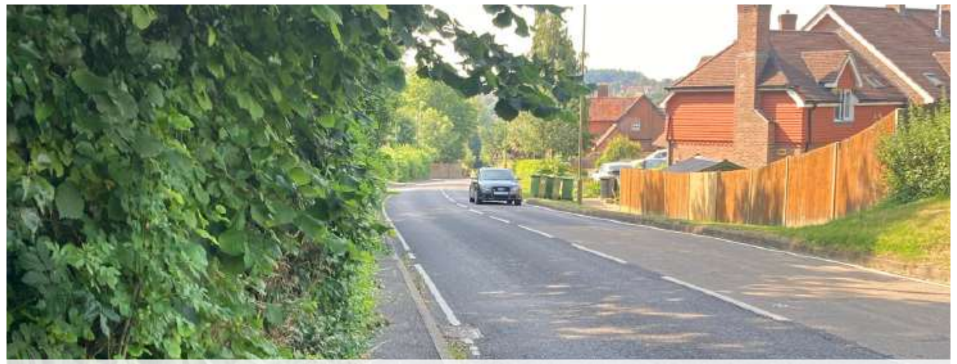


Figure 6.3 Kingsclere Road (Sustrans)

Narrow footway due to overgrowth. Cut back vegetation and maintain. Widen footway where possible.

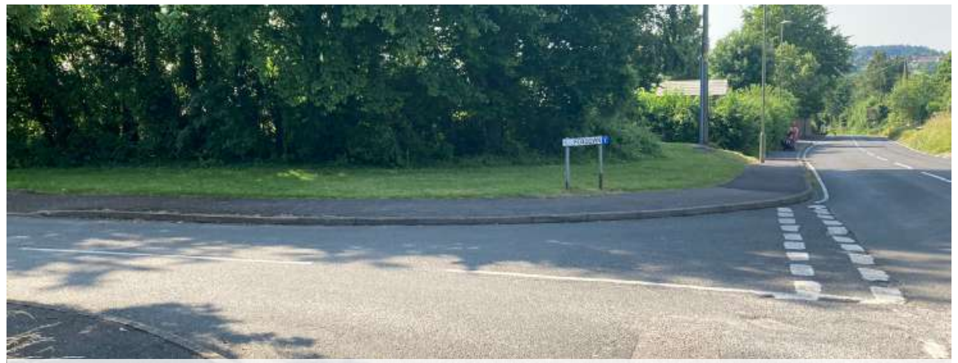


Figure 6.4 Kingsclere Road at Foxdown (Sustrans)

Add raised table or continuous footways on Foxdown junction with Kingsclere Road.

.

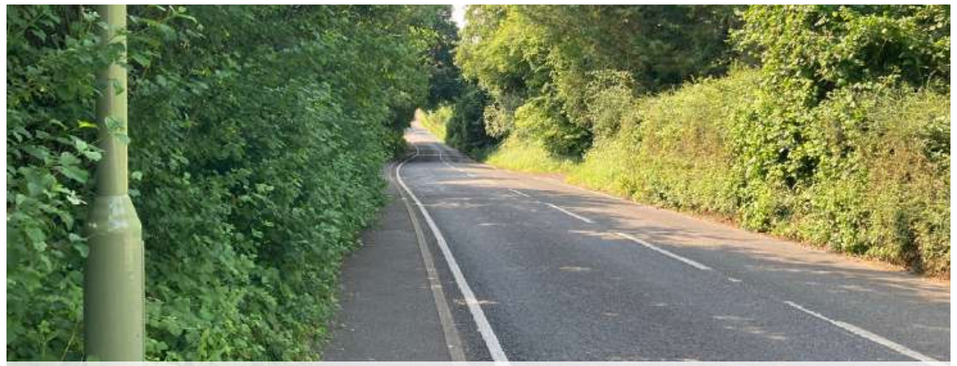


Figure 6.5 Kingsclere Road (Sustrans)

Narrow footway due to overgrowth. Cut back vegetation and maintain. Widen footway where possible.

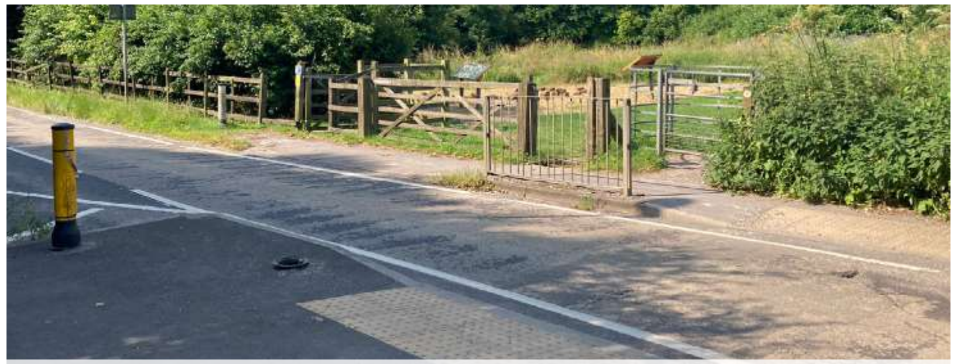


Figure 6.6 Kingsclere Road (Sustrans)

Improve pedestrian crossing of Kingsclere Road. Add raised table and consider controlled crossing.

Resurface PRoW footpath to Overton Primary School.

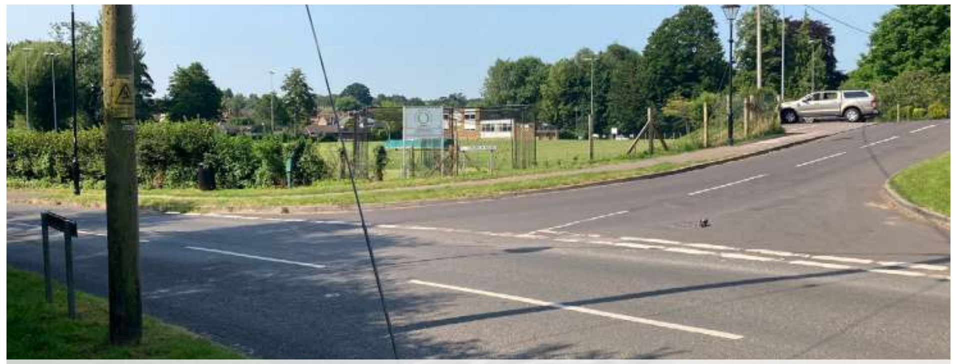


Figure 6.7 Kingsclere and Church Road (Sustrans)

Improve pedestrian crossing of Kingsclere Road at Church Road. Add zebra crossing on south side of junction.

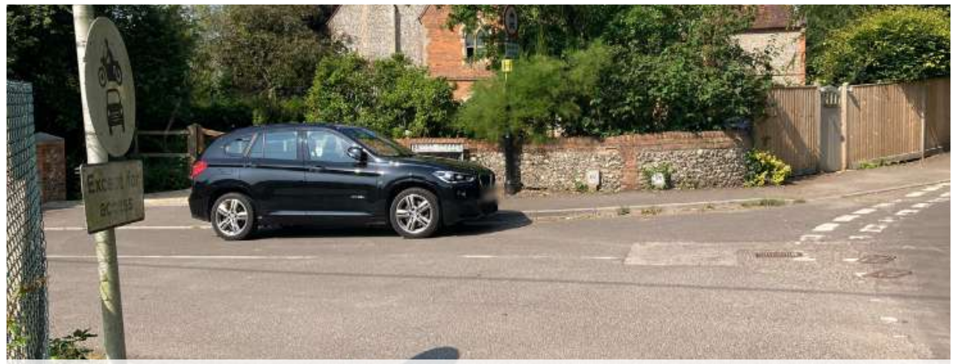


Figure 6.8 Church Road and Bridge Street (Sustrans)

Install a dropped kerb and tactile paving; and tighten junction radii. Consider continuous footway. Add footway on eastern side of Bridge Street. Add planters and narrow to one lane to enter Bridge Road. Opportunity to transform Bridge Street into a pedestrian/ cyclist priority street.

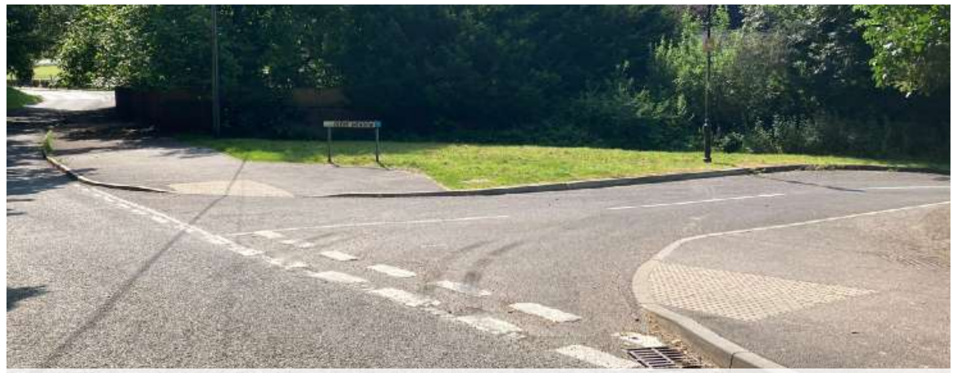


Figure 6.9 Glebe Meadow (Sustrans)

Consider a continuous footway at Glebe Meadow junction with Church Road.

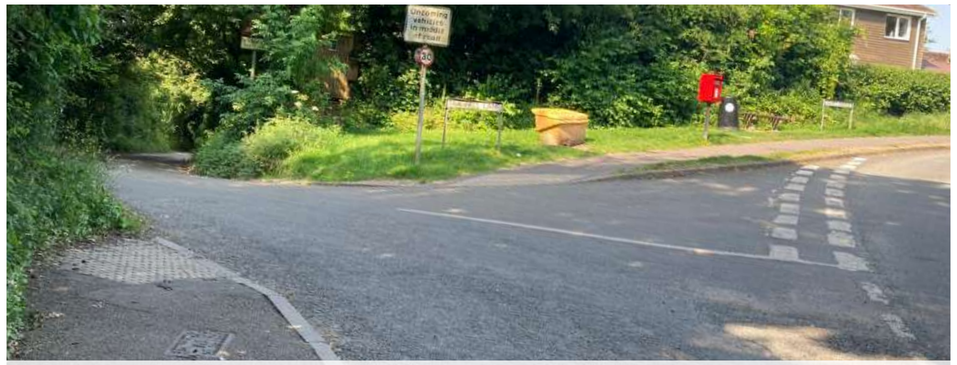


Figure 6.10 Silk Mill Lane (Sustrans)

Investigate installing continuous footway or tactile paving and dropped kerbs at a minimum Silk Mill Lane junction with Church Road.

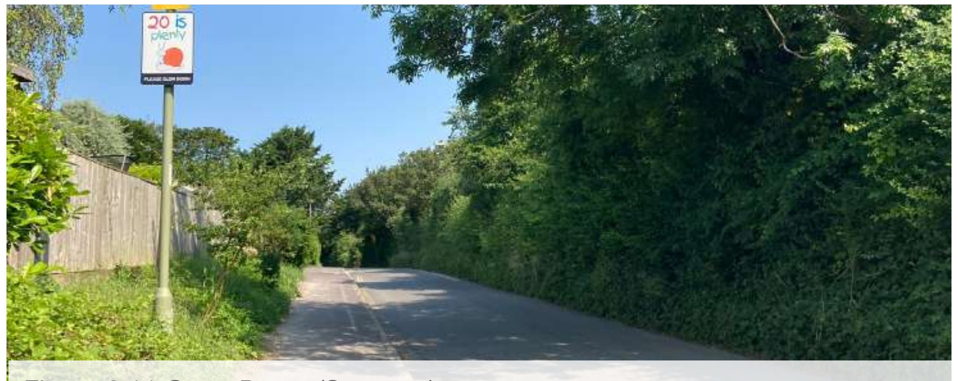


Figure 6.11 Court Drove (Sustrans)

Officially lower speed zone to 20mph on Court Drove on approach to primary school.

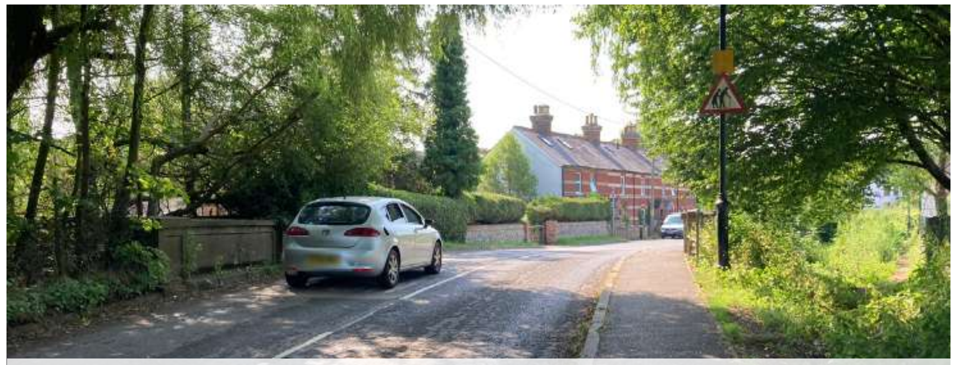


Figure 6.12 Kingsclere Road bridge (Sustrans)

Consider adding artistic gateway feature at bridge on Kingsclere Road for traffic calming and placemaking. Remove sign clutter.

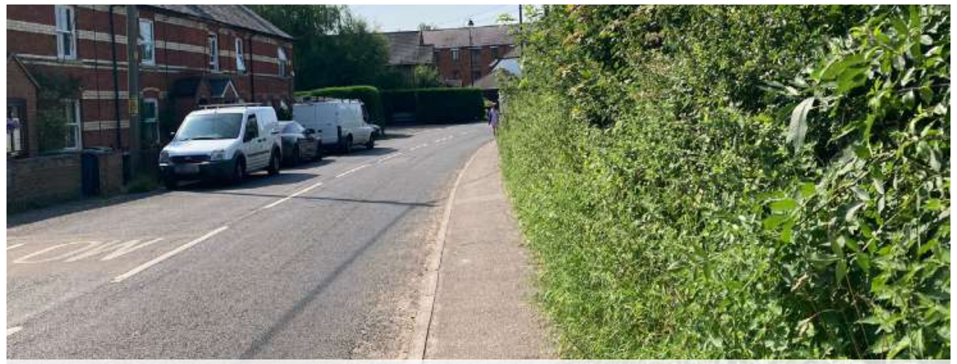


Figure 6.13 Kingsclere Road (Sustrans)

Trim overgrown greenery. Widen footway to 2m.

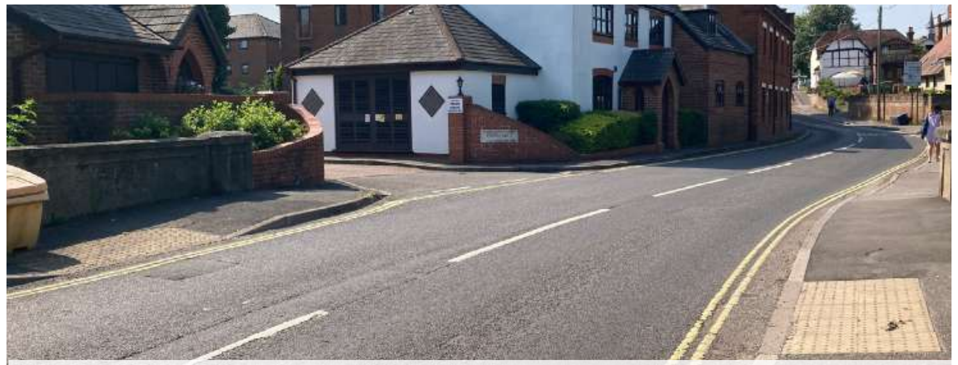


Figure 6.14 Kingsclere Road (Sustrans)

Consider upgrading uncontrolled crossing to zebra crossing.

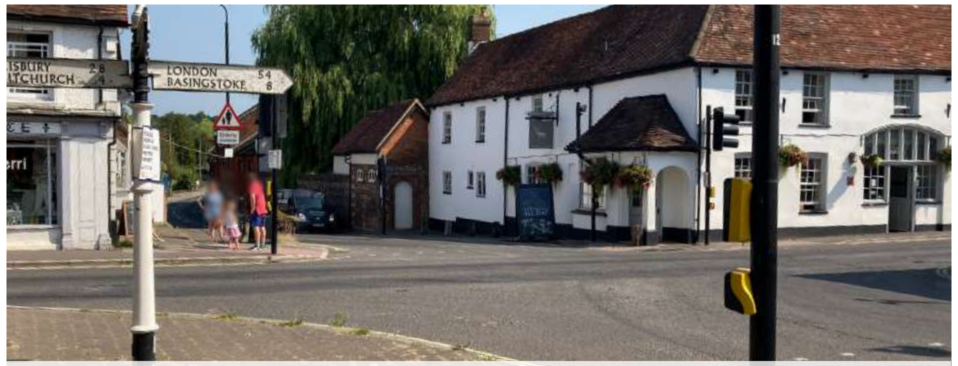


Figure 6.15 Kingsclere Road and B3400 junction (Sustrans)

Consider a raised junction with surface treatment and a pedestrian all green phase. Consider gateway/placemaking opportunities. Add wayfinding signage for points within the village.

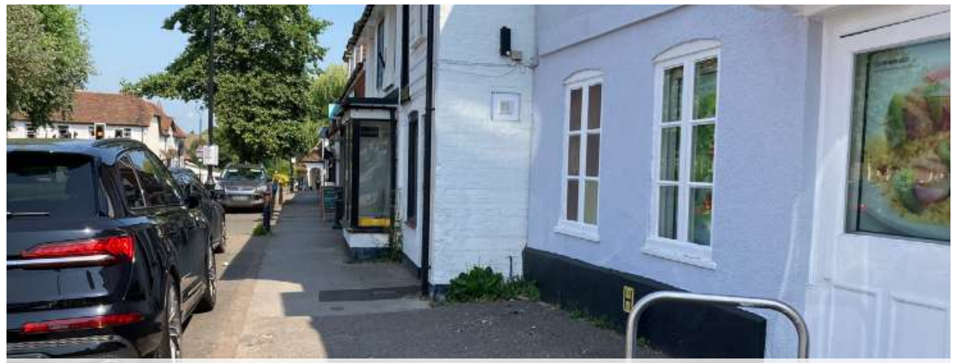


Figure 6.16 Winchester Street (Sustrans)

On Winchester Street, Widen footway to a minimum of 2m where possible, remove any obstructions, add continuous footways on all side streets in Core Walking Zone.

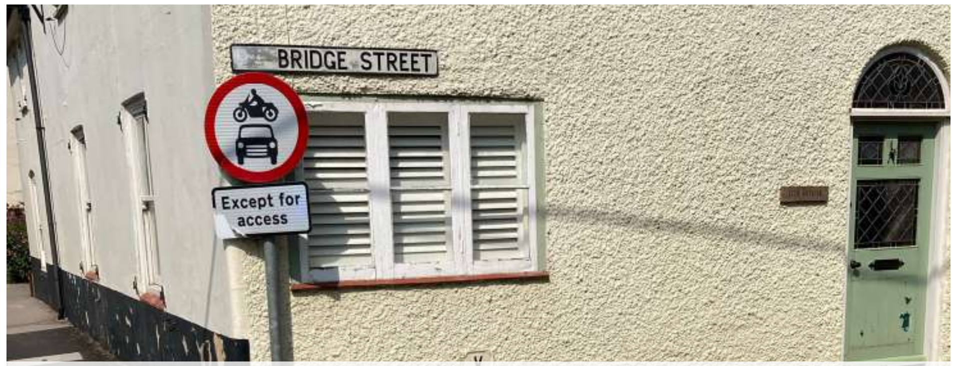


Figure 6.17 Bridge Street (Sustrans)

Consider a more robust modal filter in addition to signage on southern end of Bridge Street.

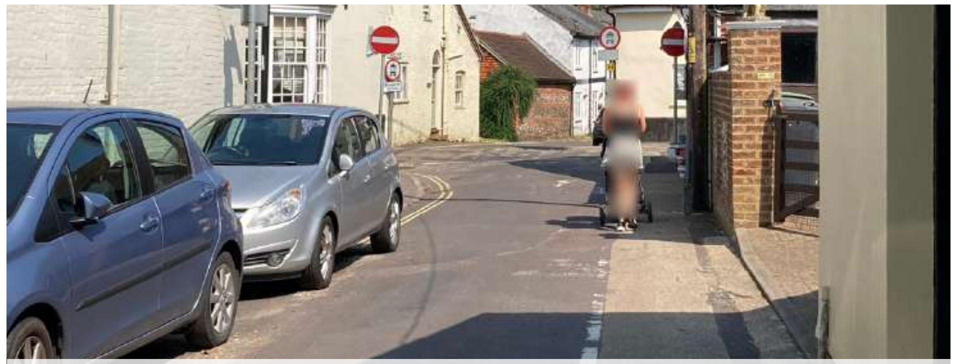


Figure 6.18 Red Lion Lane (Sustrans)

Widen footway where possible on Red Lion Lane, add vertical segregation. Consider removing parking from High Street to Poyntz Road.

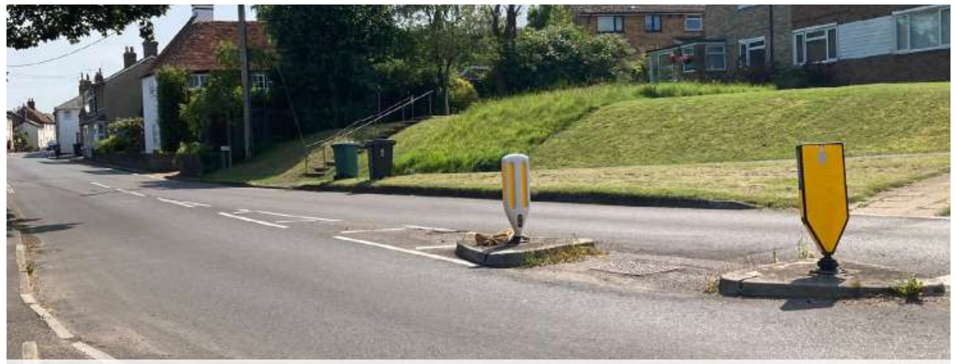


Figure 6.19 B3400 at Woodlands (Sustrans)

Consider upgrading uncontrolled crossing to zebra crossing.

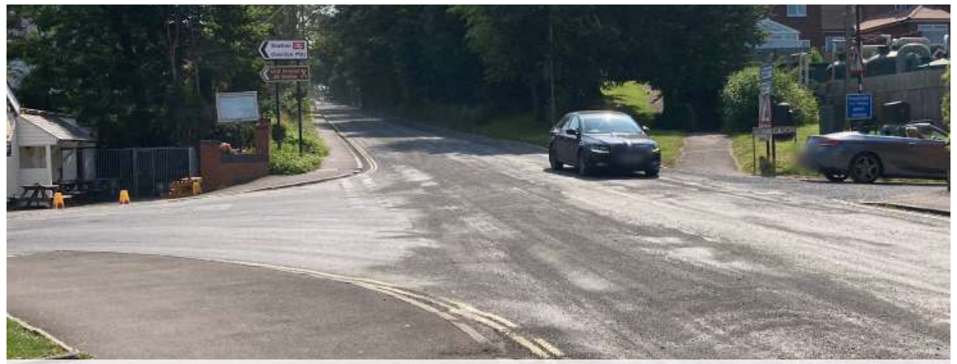


Figure 6.20 Station Road (Sustrans)

Investigate installing a raised crossing or tactile paving and dropped kerbs as a minimum on the B3400 from Station Road to Bridge Street.

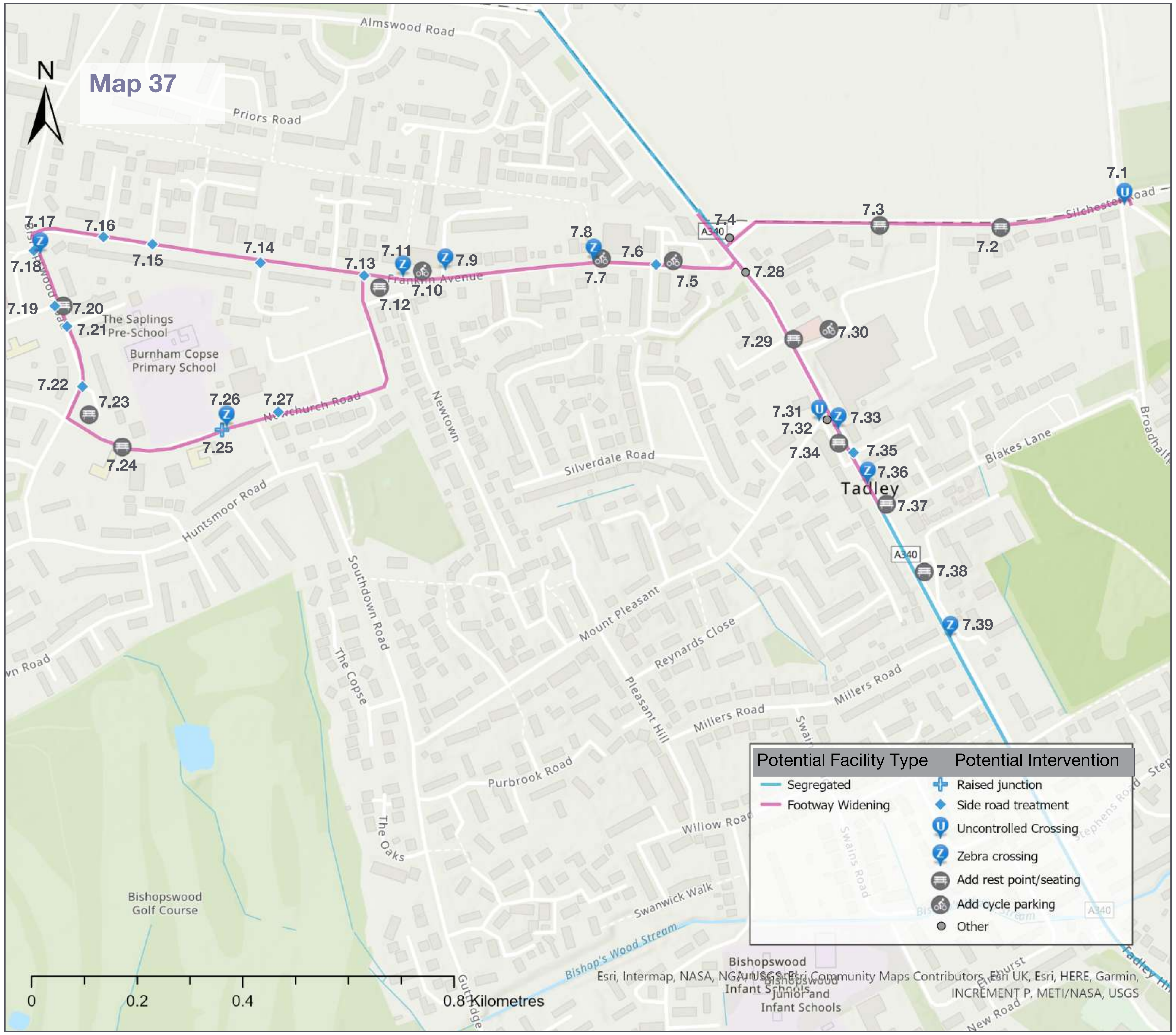
7 Tadley Core Walking Zone potential options and existing conditions

The Tadley Core Walking Zone (CWZ) extends from the Basingstoke and Deane Borough boundary in the north along the A340/Mulfords Hill south to Millers Road. The CWZ includes Franklin Avenue, Newchurch Road and Bishopswood Road with connections to Burnham Copse Primary School.

Mulfords Hill is the primary retail corridor in Tadley and also includes the Tadley library. Franklin Avenue is also an important walking corridor with Citizens Advice and the Town Council offices. The CWZ also encompasses the route to Tadley Common along Silchester Road.

Locations identified for improvement are shown in on the adjacent map with the key potential options are detailed on the following pages.

The majority of the footways within the CWZ are narrow and would benefit from widening. It is recommended that the opportunity to widen the footways throughout the town is investigated.


Map 37
N
Almswood Road
Priors Road
Silchester Road
Franklin Avenue
Newchurch Road
Newtown
Silverdale Road
Huntsmoor Road
Southdown Road
The Copse
The Oaks
Mount Pleasant
Reynards Close
Pleasant Hill
Millers Road
Purbrook Road
Willow Road
Swanwick Walk
Bishop's Wood Stream
Blakes Lane
Broadhalfpenny
A340
Tadley
The Saplings Pre-School
Burnham Copse Primary School
Bishopswood Golf Course
Bishopswood Junior and Infant Schools
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Potential Facility Type
Segregated
Footway Widening
Potential Intervention
Raised junction
Side road treatment
Uncontrolled Crossing
Zebra crossing
Add rest point/seating
Add cycle parking
Other
0
0.2
0.4
0.8 Kilometres
Esri, Intermap, NASA, NGA, USGS, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

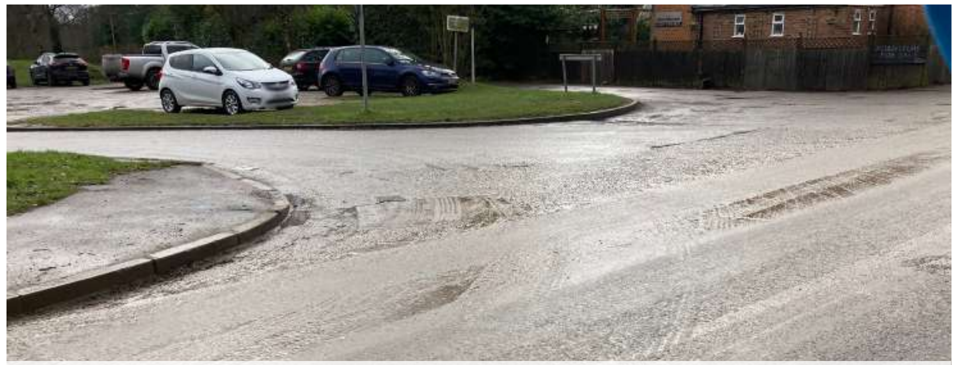


Figure 7.1 Silchester Road/Broad Halfpenny Lane (Sustrans)

Improve connection between footway on Silchester Road and play park. Install tactile paving at dropped kerb. Consider pedestrian refuge island or continuous footway.

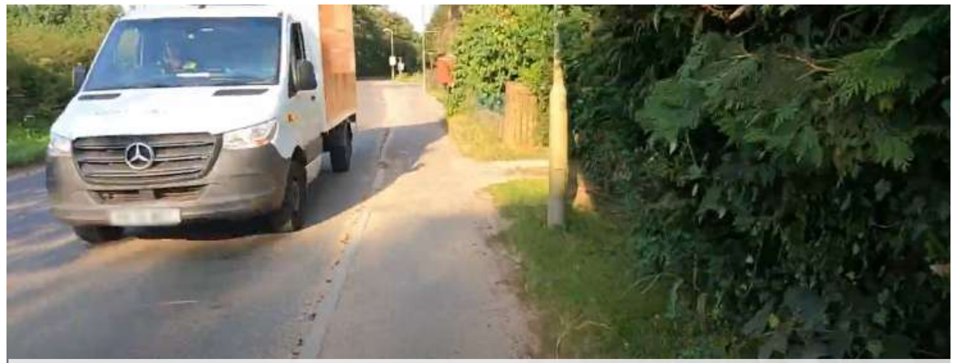


Figure 7.2 Brick Kiln bus stop on Silchester Road (Sustrans)

Improve facilities at Brick Kiln bus stop. Consider seating, shelter and timetable information. Widen footway where possible.

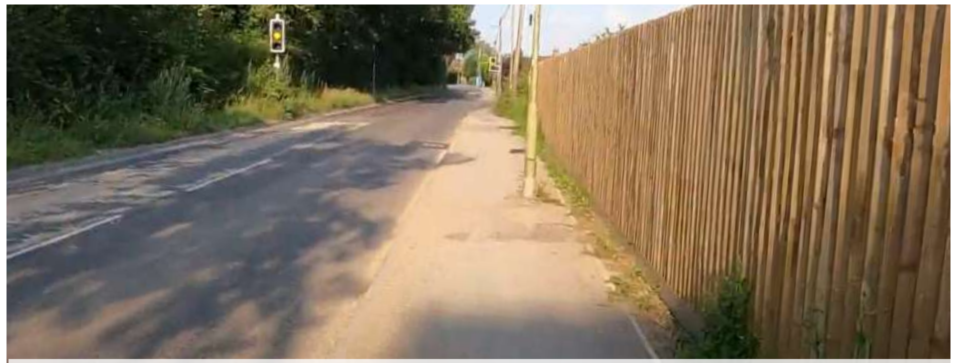


Figure 7.3 Wessex Court bus stop on Silchester Road (Sustrans)

Improve facilities at Wessex Court bus stop. Consider seating, shelter and timetable information. Widen footway where possible.

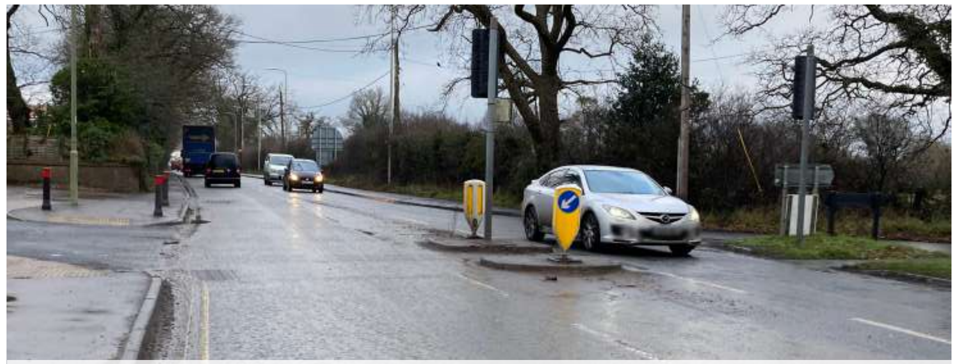


Figure 7.4 Silchester Road/A340 (Sustrans)

Widen pedestrian refuge to accommodate a person with a push chair or mobility scooter at crossing over Silchester Road at the A340.

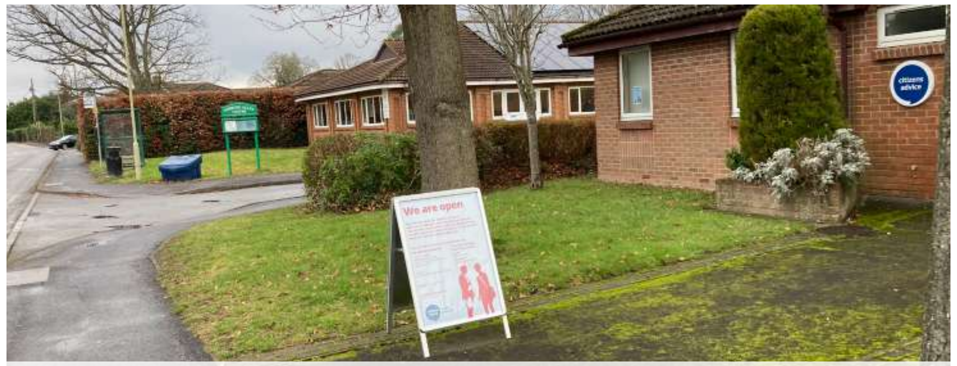


Figure 7.5 Citizens Advice Bureau, Franklin Avenue (Sustrans)

Install additional cycle parking and some seating outside the Citizens Advice Bureau on Franklin Avenue.

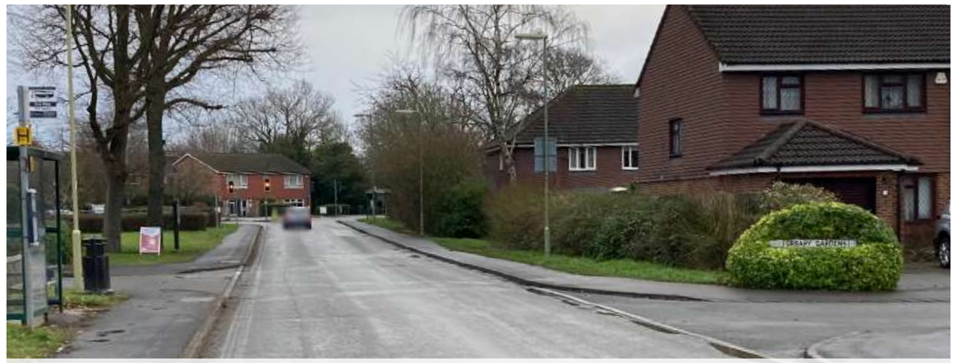


Figure 7.6 Franklin Avenue/Turbary Gardens (Sustrans)

Consider continuous footways over the junctions with Turbary Gardens and the car park. Otherwise improve dropped kerbs and install tactile paving.

Widen footways where possible.

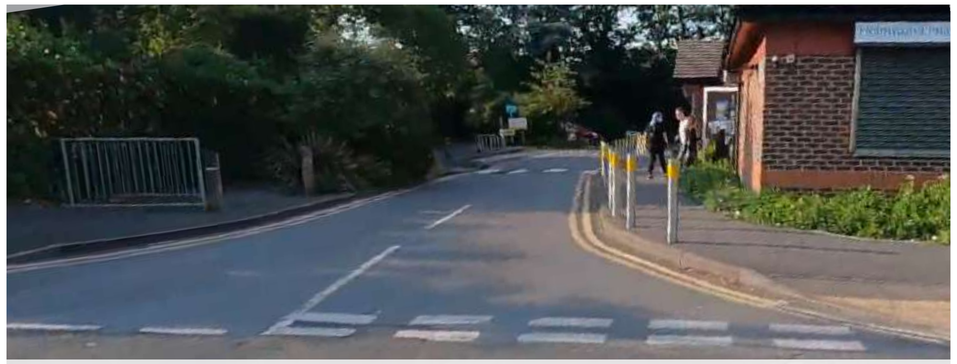


Figure 7.7 Franklin Avenue Pharmacy (Sustrans)

Install cycle parking within the vicinity of the pharmacy or Citizens Advice Bureau on Franklin Avenue.

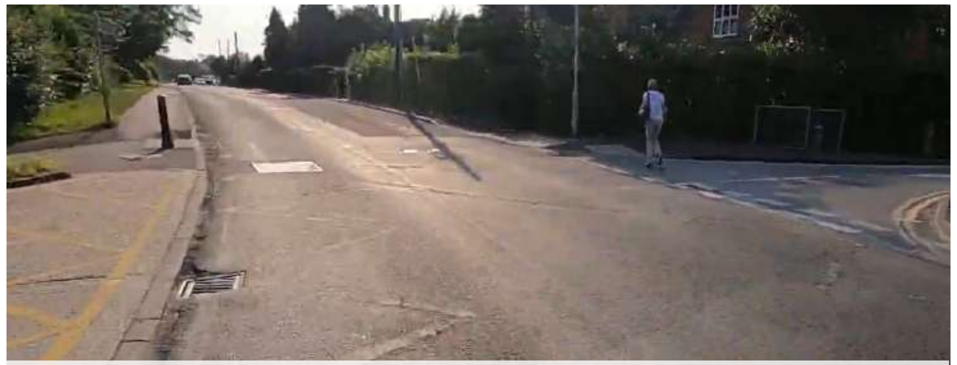


Figure 7.8 Crossing near fire station on Franklin Avenue (Sustrans)

Consider upgrading uncontrolled crossing on Franklin Avenue on the alignment of the footpaths to a zebra crossing.

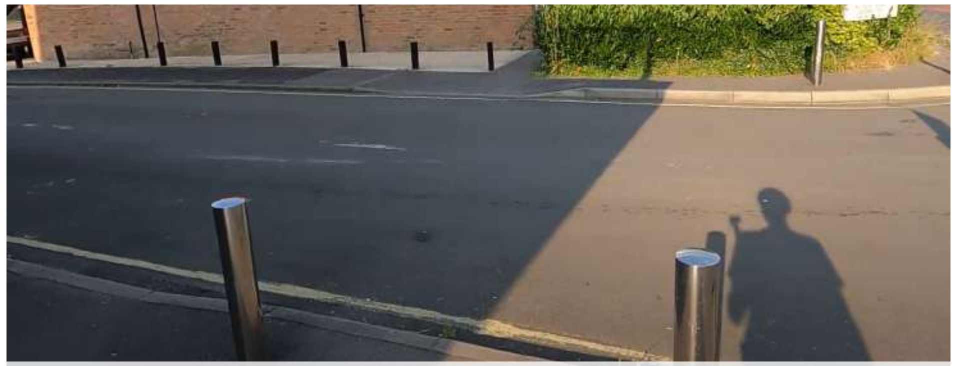


Figure 7.9 Meon Close (Sustrans)

Consider zebra crossing over the Meon Close side road. Otherwise install tactile paving.

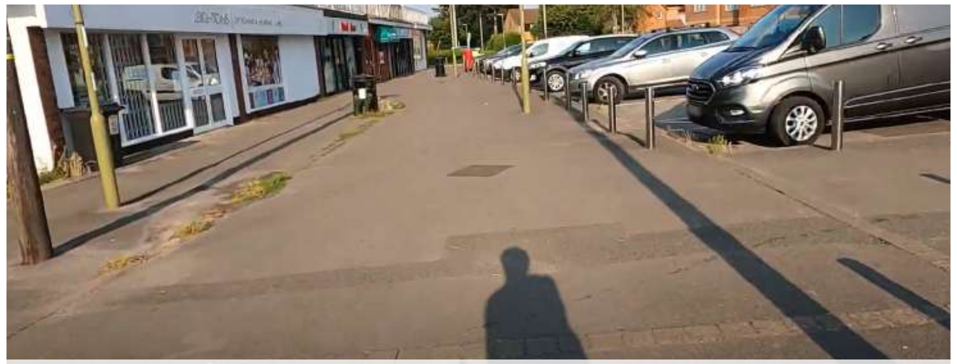


Figure 7.10 Franklin Avenue shops (Sustrans)

Install seating, shelter, planting and cycle parking at the parade of shops on Franklin Avenue.

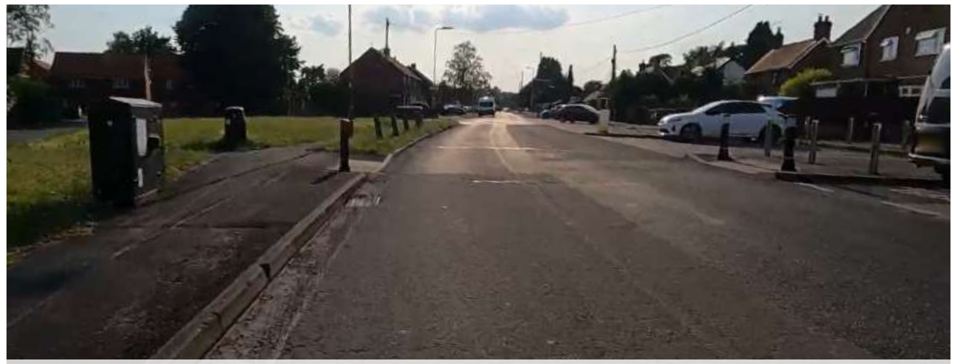


Figure 7.11 Franklin Avenue near shops (Sustrans)

Consider upgrading uncontrolled crossing on Franklin Avenue near the parade of shops to a zebra crossing.

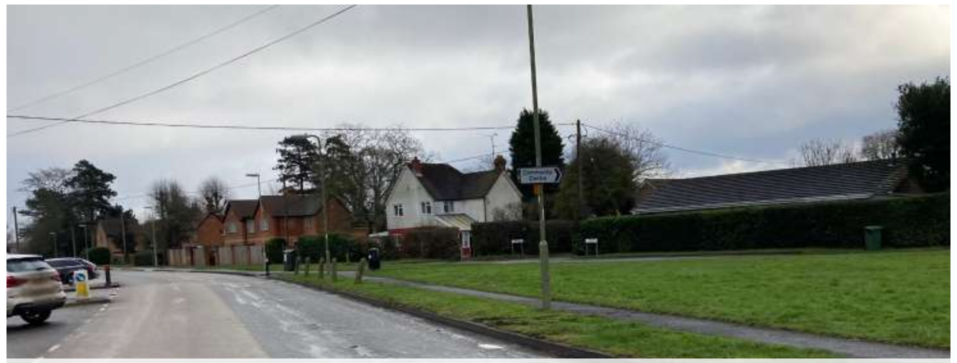


Figure 7.12 Franklin Avenue and Newtown (Sustrans)

Install resting point with shelter and shade on the green space on the southern side of Franklin Avenue to the east of Newchurch Road.

Widen footways where possible

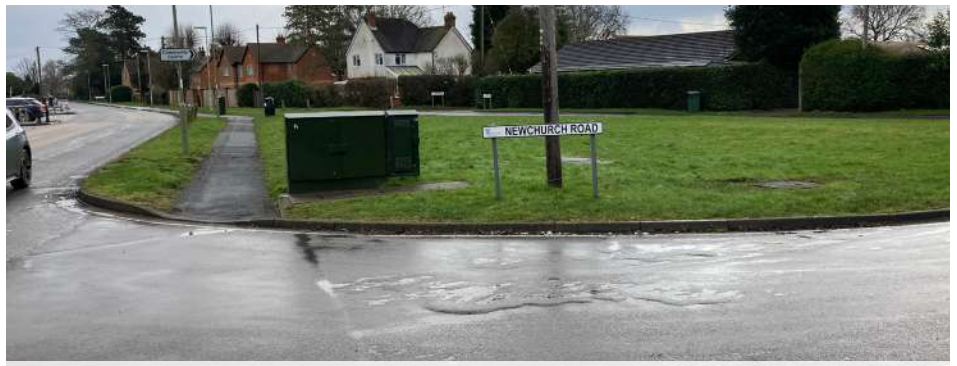


Figure 7.13 Franklin Avenue/Newchurch Road (Sustrans)

Consider providing a continuous footway across the side road junction with Newchurch Road. Investigate tightening radii. Otherwise install tactile paving.

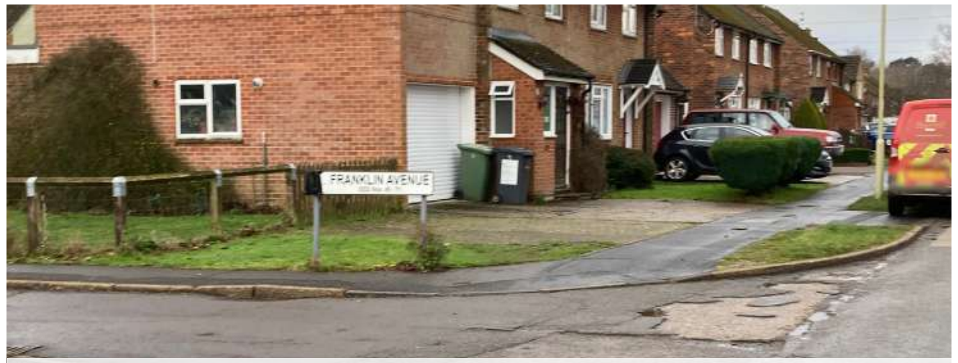


Figure 7.14 Franklin Avenue side Road (Sustrans)

Consider continuous footway across side road junction with residential cul-de-sac. Otherwise install tactile paving.

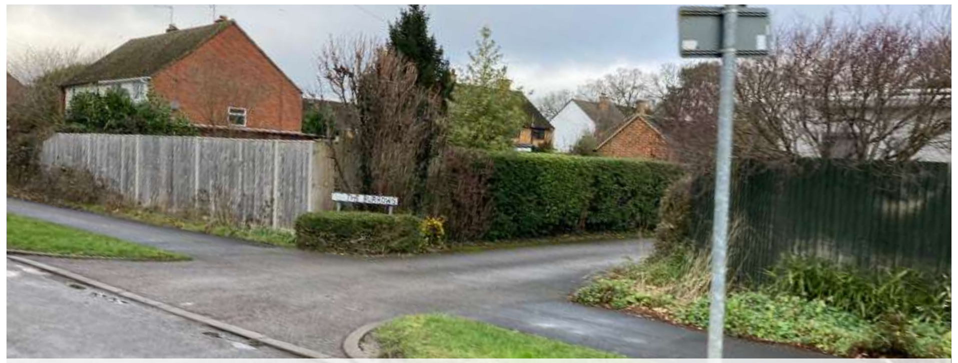


Figure 7.15 Franklin Avenue/The Burrows (Sustrans)

Install tactile paving or install pedestrian priority at side road junction with The Burrows.

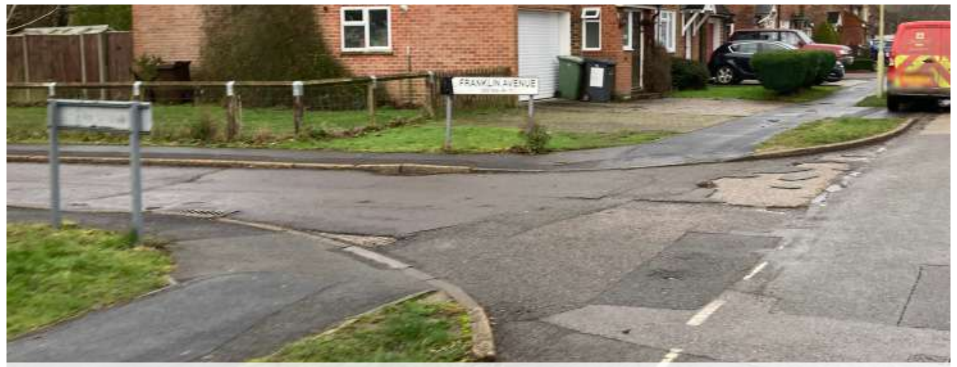


Figure 7.16 Side road on north side of Franklin Avenue (Sustrans)

Consider continuous footway across the side road on northern side of Franklin Avenue. Otherwise install tactile paving.

Widen footways where possible

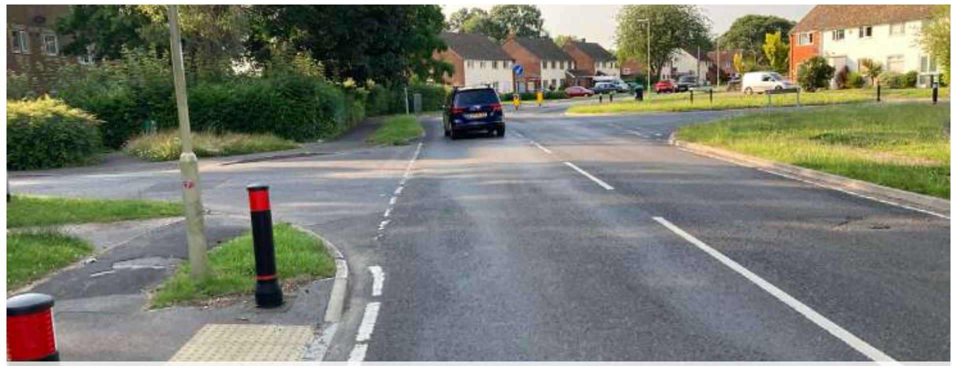


Figure 7.17 Bishopswood Road (Sustrans)

Consider continuous footway on Bishopswood Road. Otherwise tighten radii and install tactile paving.

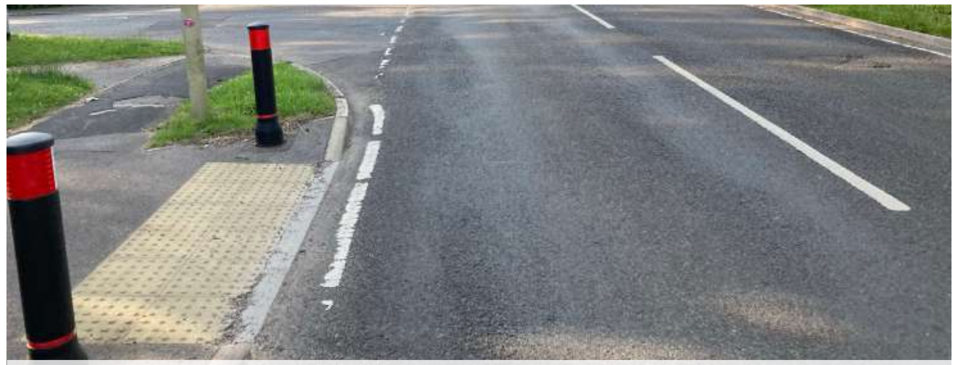


Figure 7.18 Bishopswood Road (Sustrans)

Consider upgrading uncontrolled crossing on Bishopswood Road opposite the shops to a zebra crossing.

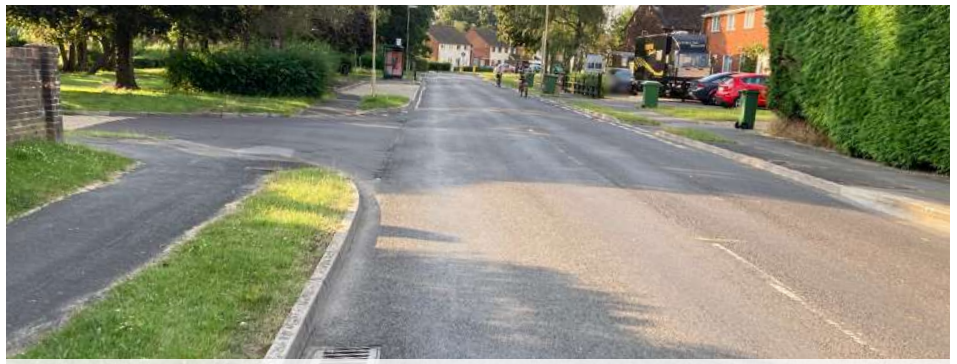


Figure 7.19 Bishopswood Road (Sustrans)

Investigate installing continuous footway or tactile paving and dropped kerbs as a minimum on Bishopswood Road south of the shops. Consider tightening radii.

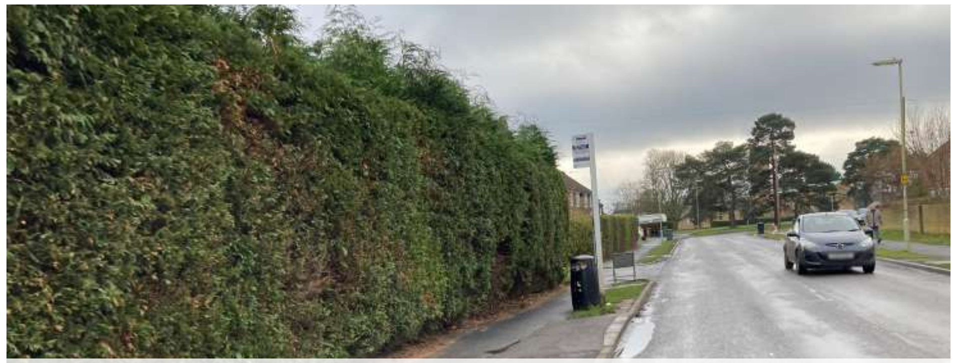


Figure 7.20 Franklin Avenue and Newtown (Sustrans)

Improve provision at southbound Bishopswood Road bus stop. Consider seating, shelter and timetable information.

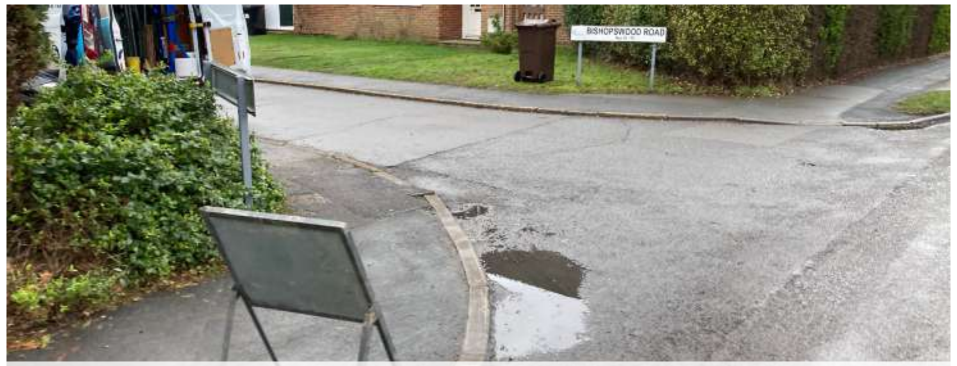


Figure 7.21 Bishopswood Road side road (Sustrans)

Consider continuous footway across Bishopwood Road side road junction. Otherwise tighten radii and install tactile paving.

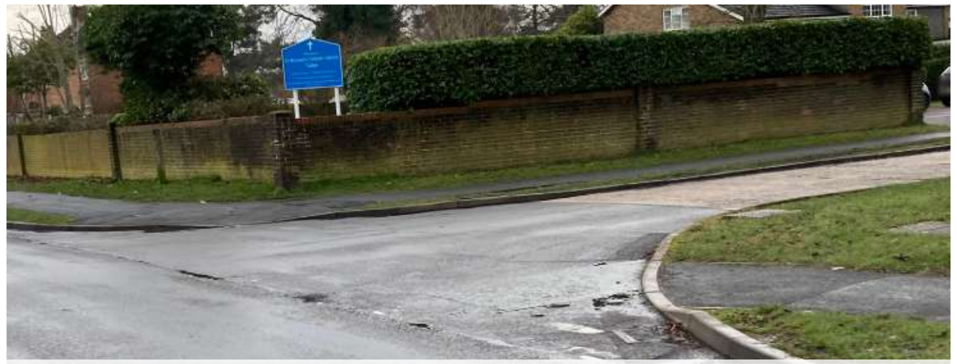


Figure 7.22 Bishopswood Road south side road (Sustrans)

Consider continuous footway across southern side road on Bishopswood Road. Otherwise tighten radii and install tactile paving.

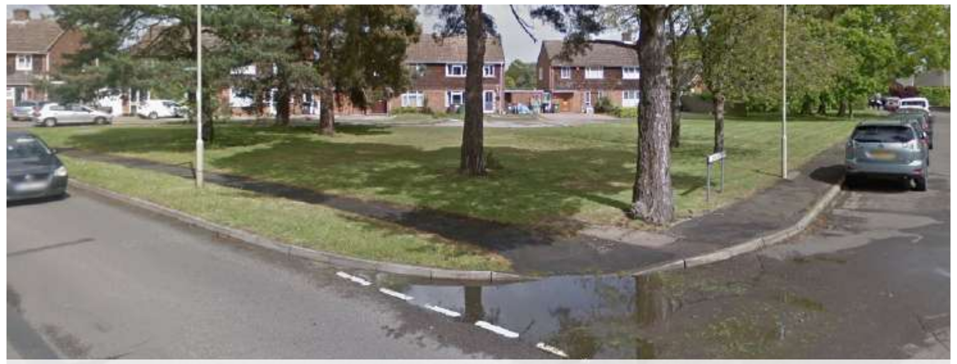


Figure 7.23 Bishopswood Road/Newchurch Road (Sustrans)

Install seating and bins in public realm space on the corner of Bishopswood Road and Newchurch Road. Consider providing children's play equipment.

Widen footways where possible

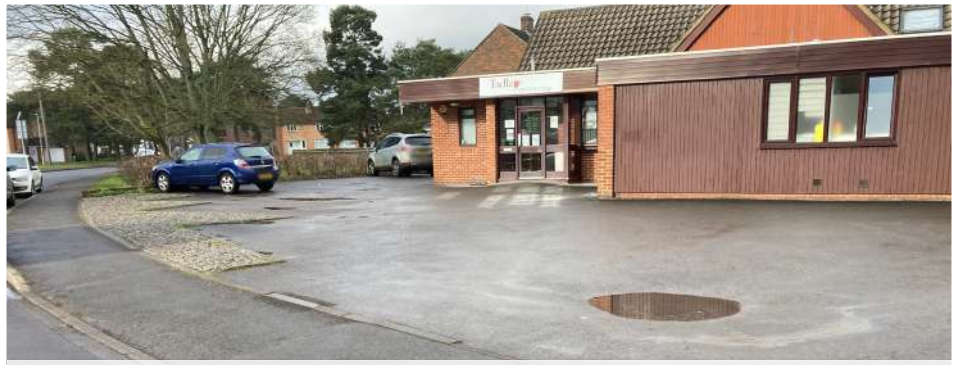


Figure 7.24 Dental surgery on Newchurch Road (Sustrans)

Install/improve crossing facilities on desire lines to destinations such as churches and dental practice on Newchurch Road. Provide dropped kerbs with tactile paving at regular intervals. Install shelter and rest points close to destinations.

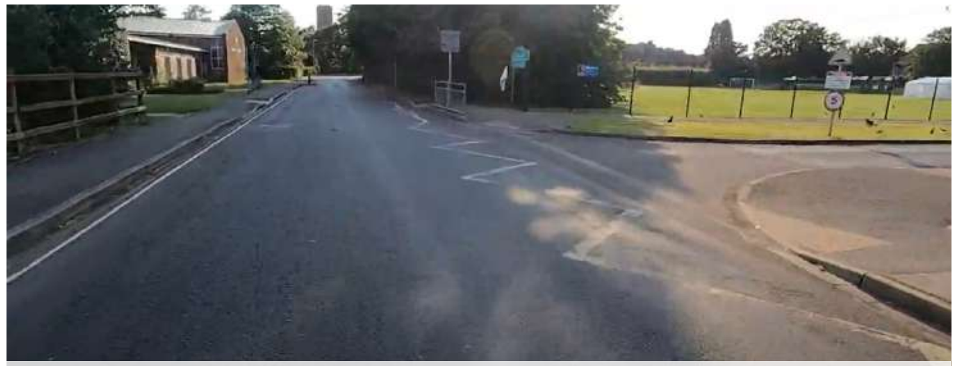


Figure 7.25 Burnham Copse Primary School access (Sustrans)

Consider continuous footway with raised table over Burnham Copse Primary School access junction. Otherwise tighten radii.

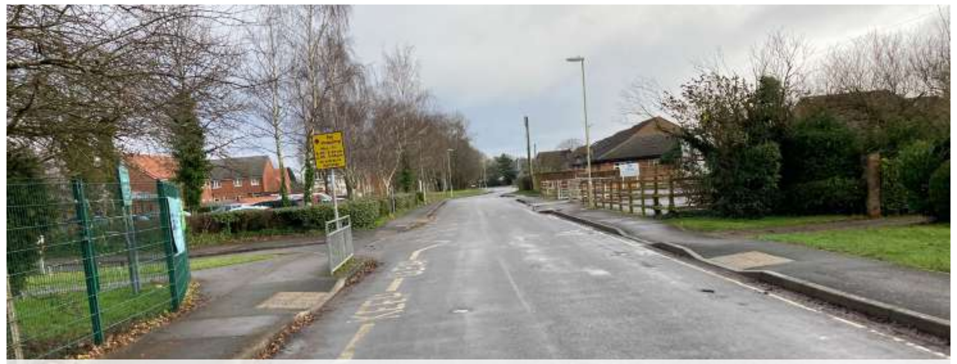


Figure 7.26 Newchurch Road (Sustrans)

Upgrade existing uncontrolled crossings on Newchurch Road either side of the school access to zebra crossings.

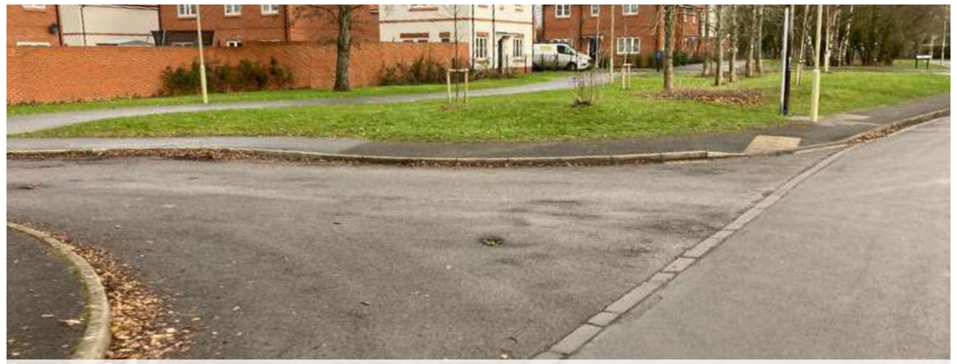
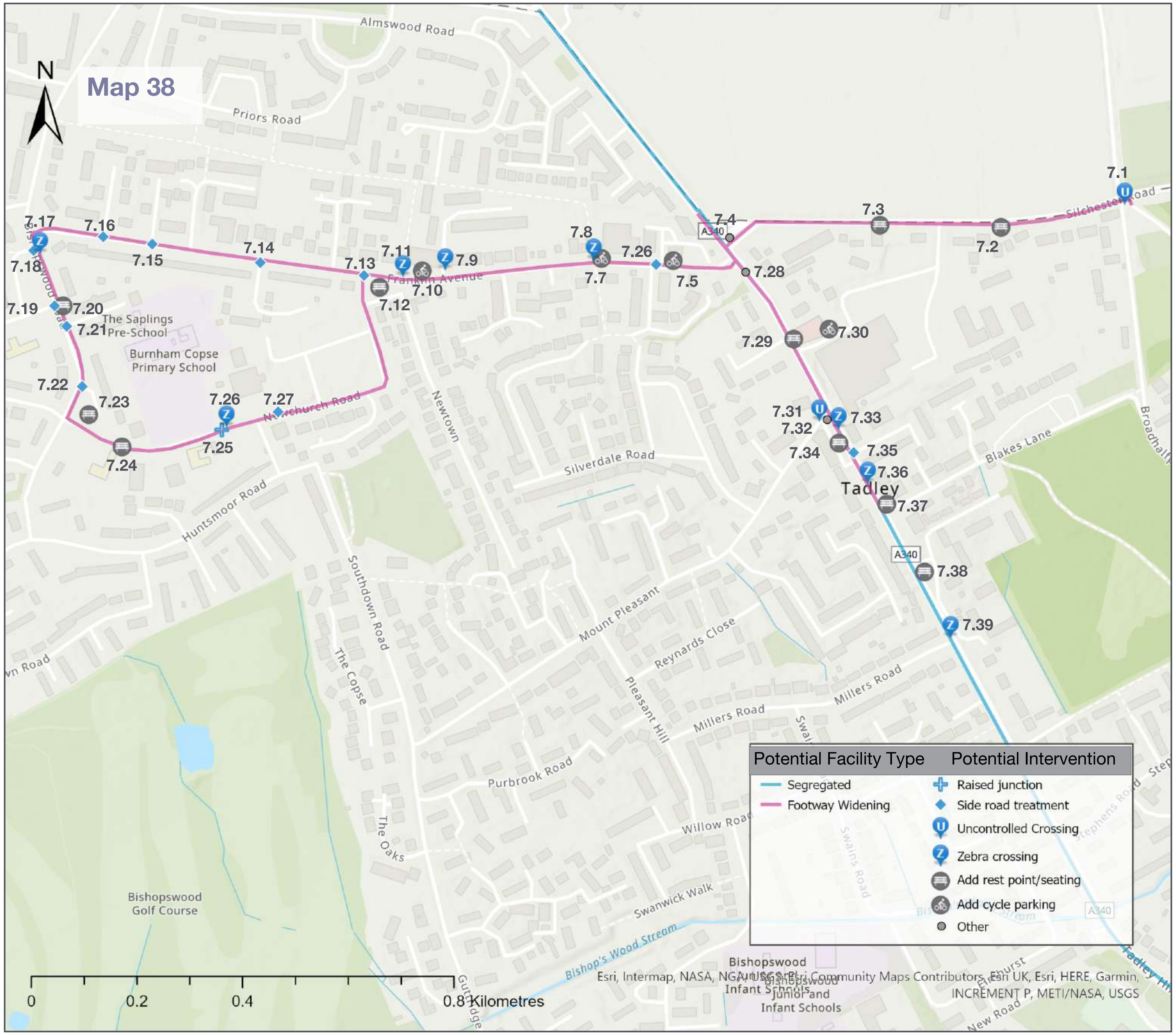


Figure 7.27 Newchurch Road/The Link (Sustrans)

Consider continuous footway over the access to Tadley Community Centre/The Link. Otherwise tighten radii.


N
Map 38
Almswood Road
Priors Road
Silchester Road
Franklin Avenue
Newchurch Road
Newtown
Silverdale Road
Blakes Lane
Broadhalfpenny
Huntsmoor Road
Southdown Road
The Copse
Mount Pleasant
Reynards Close
Pleasant Hill
Millers Road
Purbrook Road
Willow Road
Swains Road
The Oaks
Swanwick Walk
Bishop's Wood Stream
Bishopswood Golf Course
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Potential Facility Type
Segregated
Footway Widening
Potential Intervention
Raised junction
Side road treatment
Uncontrolled Crossing
Zebra crossing
Add rest point/seating
Add cycle parking
Other
0
0.2
0.4
0.8 Kilometres
Esri, Intermap, NASA, NGA, USGS, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

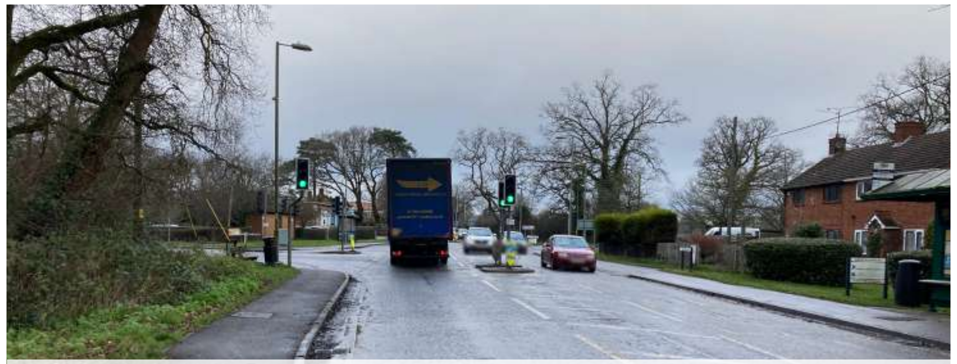


Figure 7.28 A340 south of Franklin Avenue (Sustrans)

Install pedestrian signals at traffic lights south of Franklin Avenue on the A340. Widen crossing and refuge to accommodate groups of children and push chairs/wheelchairs.

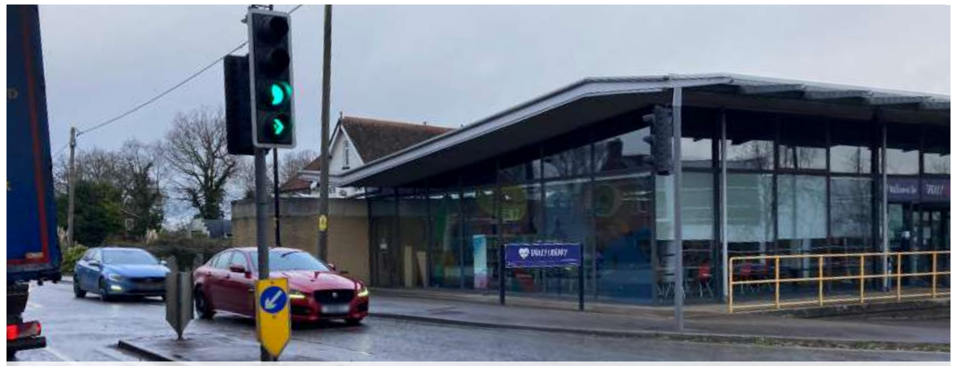


Figure 7.29 Tadley Library frontage on A340 (Sustrans)

Install seating and a bin outside the library on the A340 Mulfords Hill.

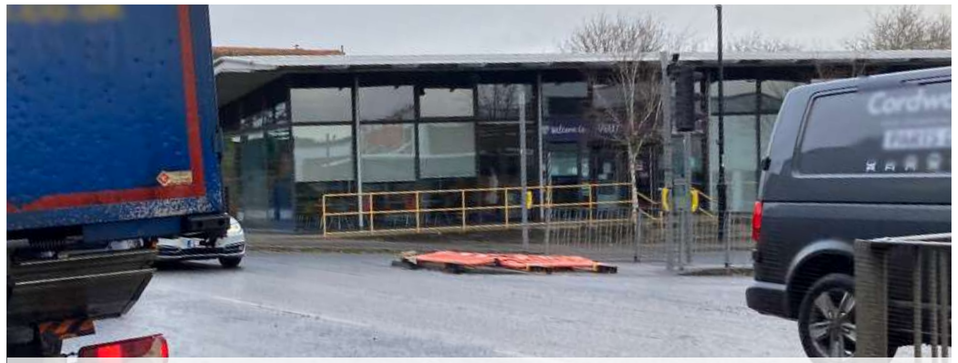


Figure 7.30 Eastern end of Tadley Library (Sustrans)

Improve cycle parking provision outside Tadley Library. Consider adding shelter and space for a disabled user/non-standard cycles.

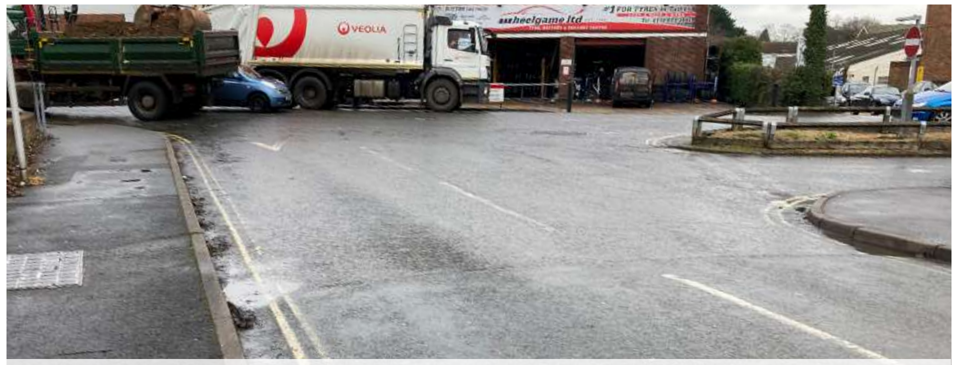


Figure 7.31 Mount Pleasant (Sustrans)

Provide a crossing point over Mount Pleasant between the car park and The Parade.

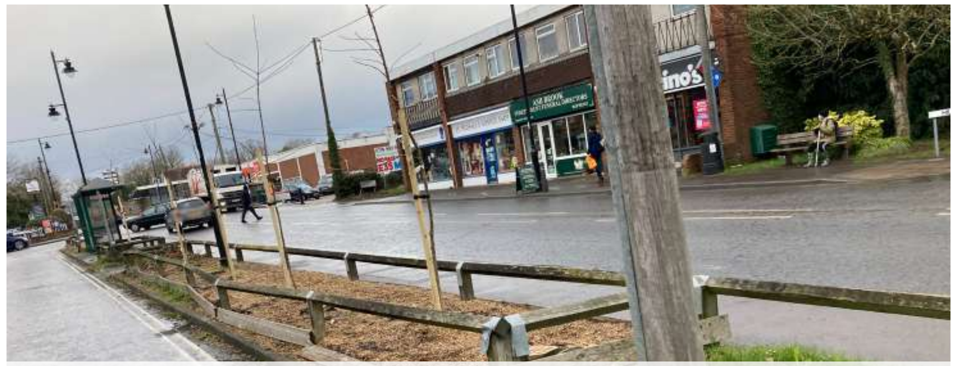


Figure 7.32 The Parade and A340 (Sustrans)

Improve placemaking and consider cycle parking provision and planting/trees between The Parade and the A340.

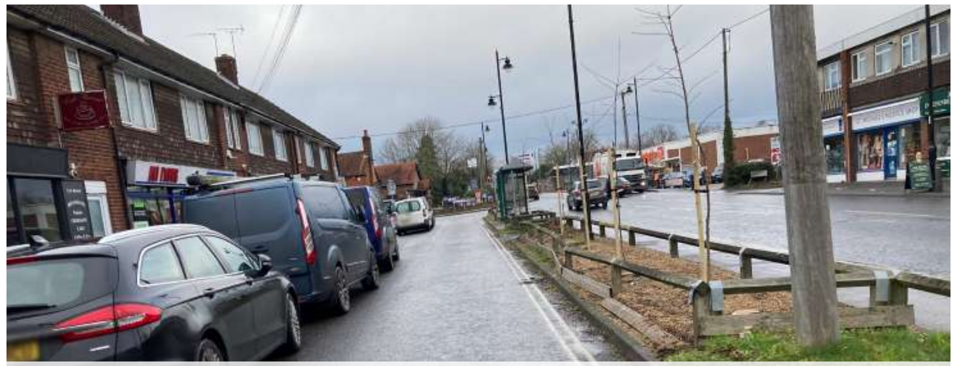


Figure 7.33 A340 Mulfords Hill (Sustrans)

Install pedestrian crossing point over the A340 between Hillcrest and Mount Pleasant.

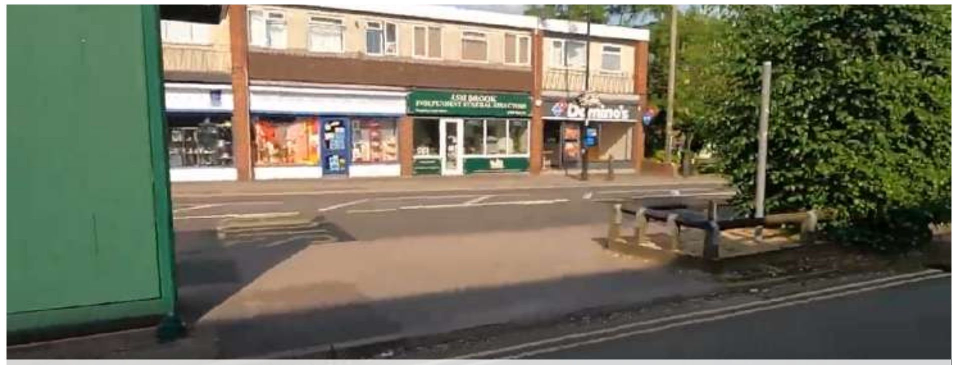


Figure 7.34 The Parade and the A340 (Sustrans)

Install seating and cycle parking along The Parade.

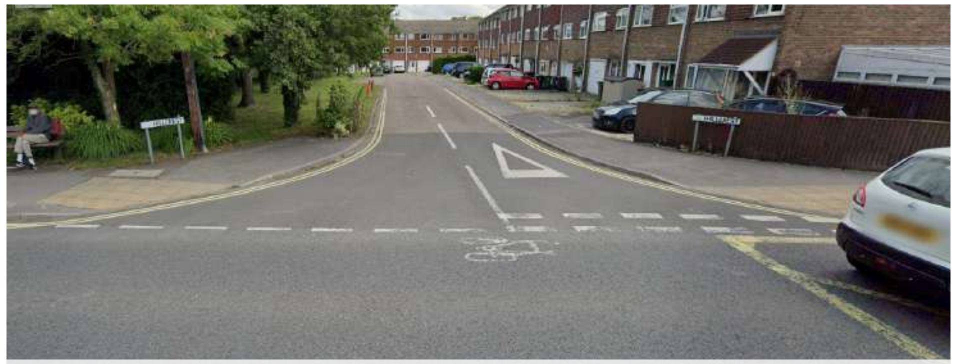


Figure 7.35 A340/Hillcrest (Sustrans)

Investigate provision of a raised crossing across Hillcrest. Otherwise tighten junction radii.

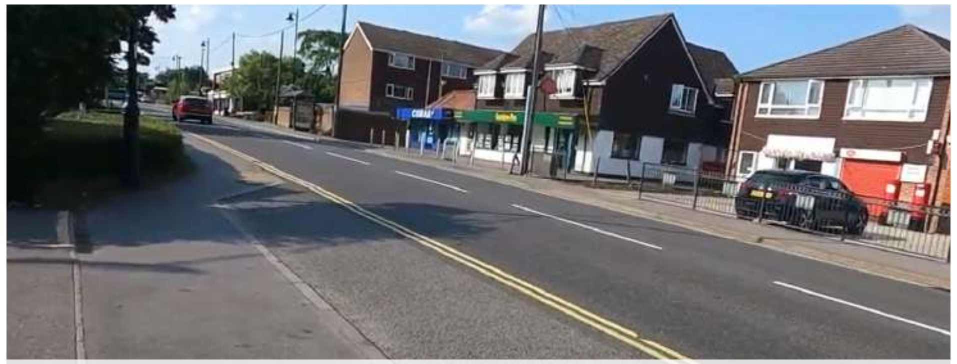


Figure 7.36 A340 north of Blakes Lane (Sustrans)

Install a pedestrian crossing point over the A340 between Hillcrest and Blakes Lane.

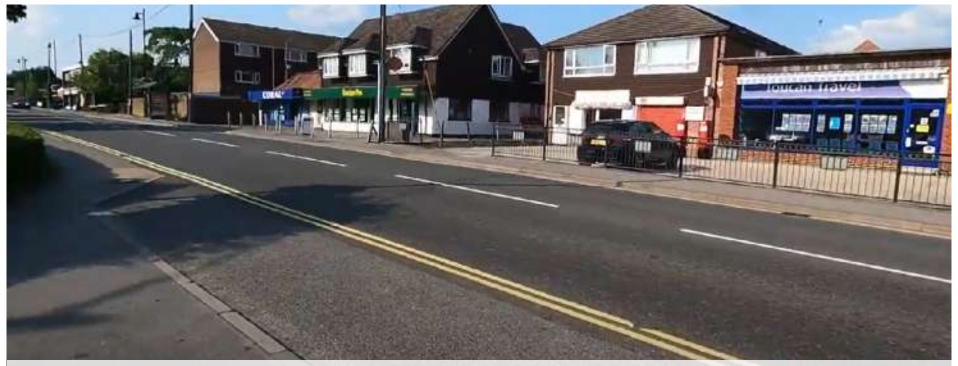


Figure 7.37 A340, Tadley Post Office (Sustrans)

Install cycle parking and some seating with shelter at southern end of walking zone near the Post Office.

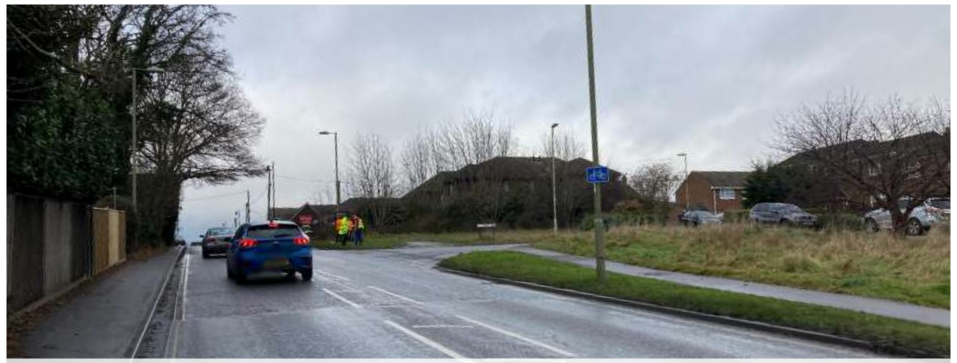


Figure 7.38 A340/Gorselands (Sustrans)

Install seating and bin on greenspace around the A340/Gorselands junction.

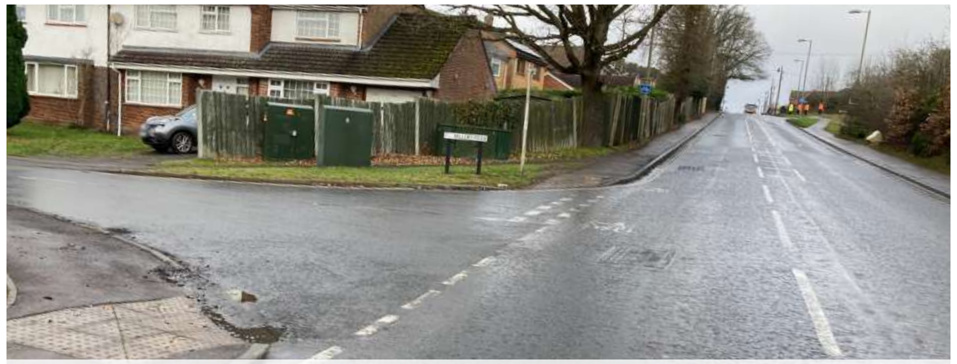


Figure 7.39 A340/Miller Road (Sustrans)

Install controlled pedestrian crossing point near A340/Millers Road junction.

8 Prioritisation

One of the key outputs of an LCWIP required by Government is a prioritised programme of infrastructure improvements for future investment.

In this context, priority is generally given to the improvements that are likely to have the greatest impact on increasing the number of people who choose to walk or cycle, and therefore provide the greatest return on investment from Government funding. To this end, prioritisation takes into account packages of improvements to a zone or route rather than assessing individual elements.

The Government's LCWIP guidance suggests that the programme is categorised into short, medium and longer term plans.

The pace at which progress is made in delivering priorities will depend upon the level of funding secured, both from Government and locally. Our approach is therefore to rank walking zones and walking and cycling route sections in a scoring matrix to show how each scheme scores against the criteria suggested in the guidance.

The scoring matrix is unweighted but weighting can be added depending upon the criteria set out in a funding opportunity. For example, in bidding for levelling-up funds, we may give deprivation criteria a higher weighting to see which schemes would align best with the fund criteria. Alternatively, if development funding becomes available schemes local to the site are most likely to meet the requirements of the National Planning Policy Framework (NPPF).

Methodology

The LCWIP technical guidance suggests a prioritisation methodology based on four key themes, with a brief description of each theme as follows:

- **Effectiveness** - the forecast increase in the number of walking and cycling trips
- **Policy** - delivery against policy objectives, such as improvements to health and inclusion
- **Economic** – High level costs for construction
- **Deliverability** - including public acceptability, feasibility and environmental constraints

Within each theme there are a number of metrics which require the input of certain information, as set out below:

Effectiveness:

- Propensity to Cycle Tool commute and school trips - forecast increase in walking and cycling trips (government target);
- Population – number of people who could directly benefit (400 metre buffer from the routes/zone);
- Existing data on pedestrian and cycle road casualties (last five years);
- Air Quality Impact – is the route/zone near an Air Quality Management Area?;
- Integration with other highway schemes (planned or in progress).

Policy:

- Delivery against policy objectives, such as improvements to health and inclusion – these include:
  - Average life expectancy (of the borough/district);
  - Social Isolation Index;
  - Presence of Obesity: Year 6 Children (%).
- Importance of the intervention for particular user groups – these include:
  - Indices of Multiple Deprivation Score;
  - Living Environment Deprivation Domain: Outdoors Living Environment Sub-score;
  - No Cars or Vans Per Household (average % over subsection);
  - Two or more Cars or Vans Per Household (average % over subsection)
  - Education establishments (Infant, Primary and Secondary Schools, Further education) within 400m.
  - Health establishments (i.e. health centres etc…) within 400m.
- Top priority routes outlined via survey responses.
- Average respondent sentiment, from public consultation, to – How does it make you feel when you're here?

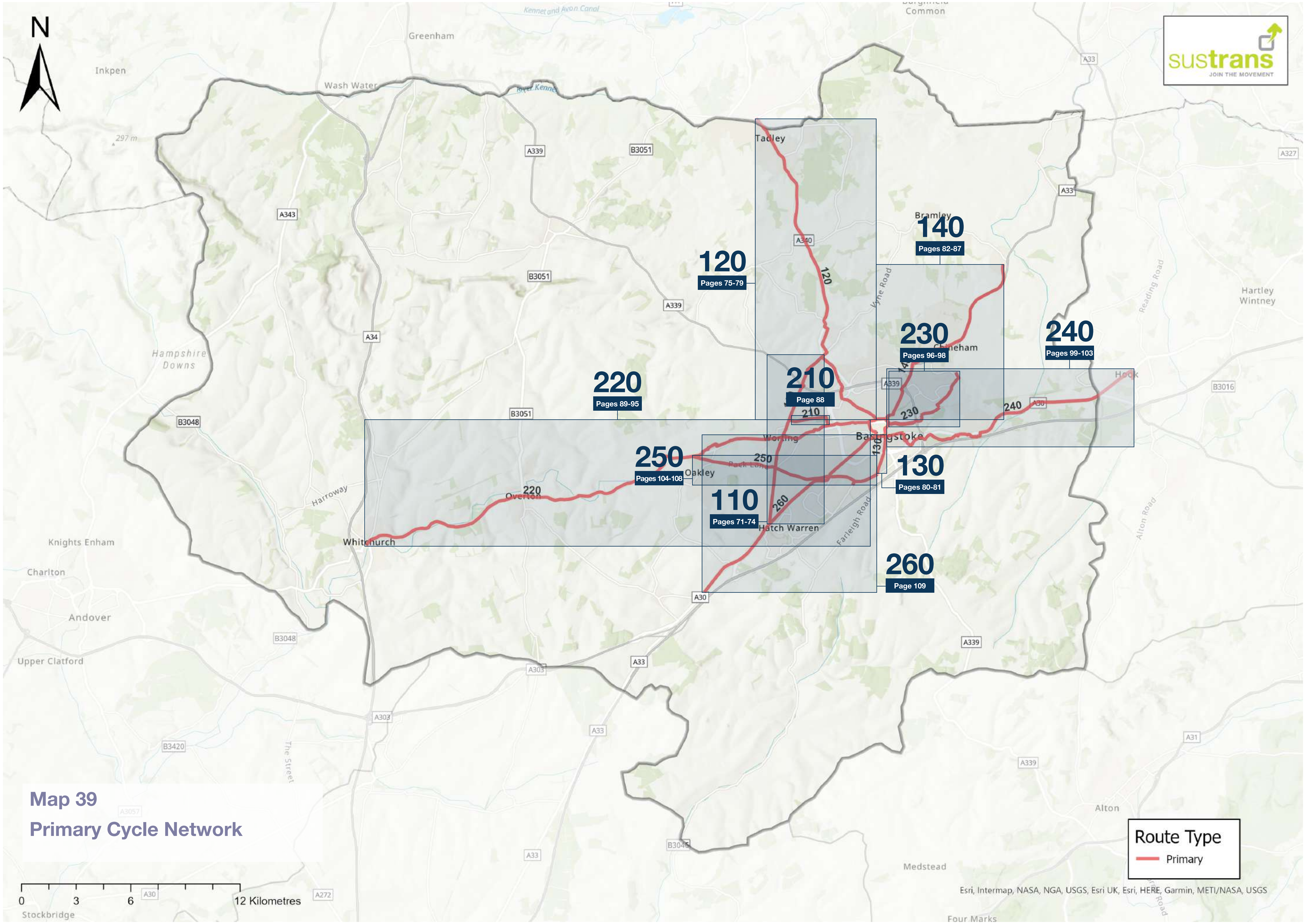
Economic:

- High level cost estimates for each corridor and zone section;
- Potential to attract funding (availability of local funding i.e. s106 contributions).

Deliverability:

- Scheme feasibility including ability to deliver to LTN1/20 e.g. due to land availability, difficulty in reducing on-street parking etc. Environmental constraints, e.g. conservation areas.

Primary Cycle Route
Potential Options


N
sustrans
JOIN THE MOVEMENT
120
Pages 75-79
140
Pages 82-87
230
Pages 96-98
240
Pages 99-103
210
Page 88
220
Pages 89-95
250
Pages 104-108
130
Pages 80-81
110
Pages 71-74
260
Page 109
Tadley
Bramley
Chineham
Hook
Basingstoke
Worting
Oakley
Overton
Whitchurch
Hatch Warren
Greenham
Inkpen
Wash Water
Hampshire Downs
Harroway
Knights Enham
Charlton
Andover
Upper Clatford
Stockbridge
Hartley Wintney
Alton
Medstead
Four Marks
0
3
6
12 Kilometres
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, METI/NASA, USGS

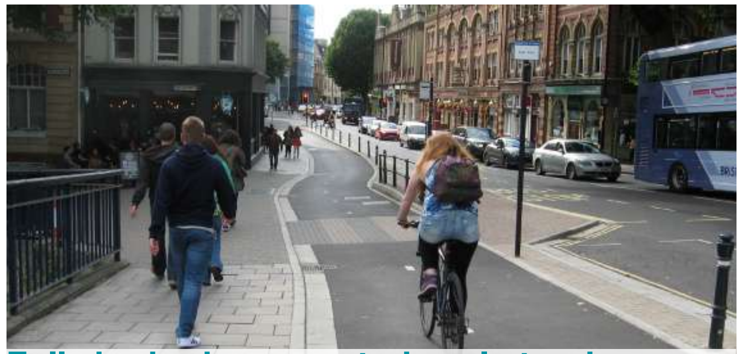
Map 39
Primary Cycle Network

Route Type

- Primary

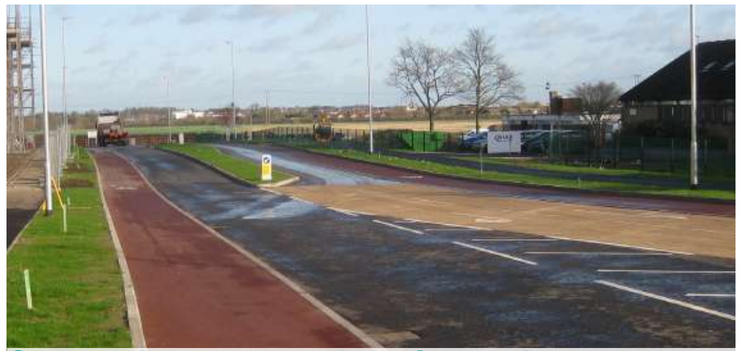
Cycling Interventions Toolkit

All images provided by Sustrans unless otherwise noted.



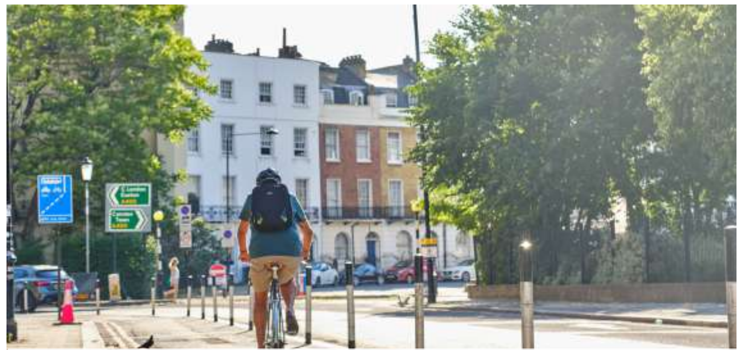
Fully kerbed segregated cycle track

Cycle facility protected from motor traffic by a full-height kerb, with some buffer space between the cycle track and carriageway.



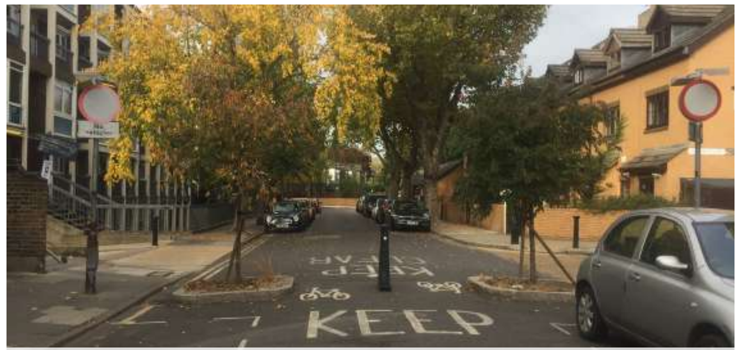
Stepped segregated cycle track

Cycle track is set below footway level, typically protected from the carriageway by a lower height kerb and usually directly next to it.



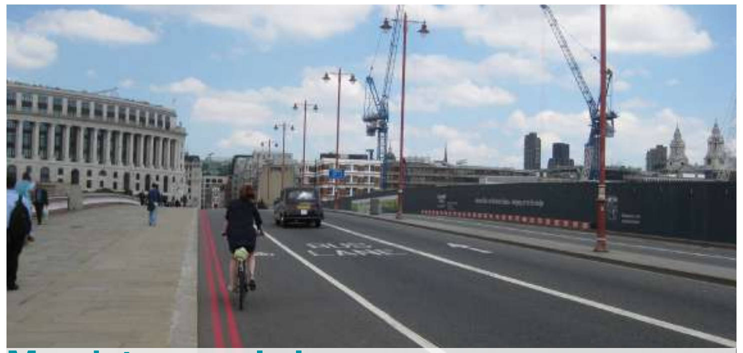
Mandatory cycle lane w/ light segregation

Cycle lane with the use of intermittent physical features placed along the inside edge of a mandatory cycle lane to provide additional protection from motor traffic.



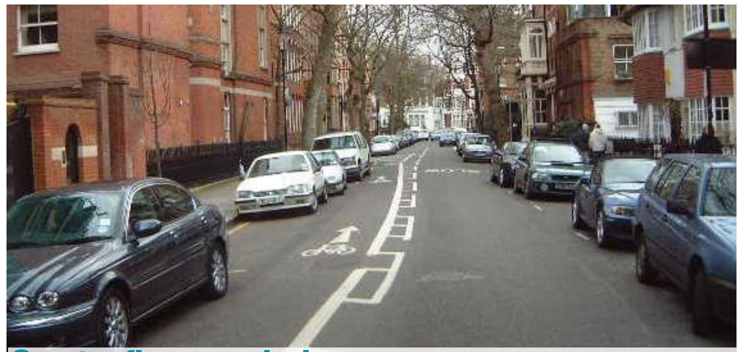
Modal filter

A bollard or planter in the carriageway which people can travel past be walking or cycling. Helps create a low traffic environment by restricting access to motorised through-traffic.



Mandatory cycle lane

Area of the carriageway reserved for the use of cycles, marked with a solid white line.



Contraflow cycle lane

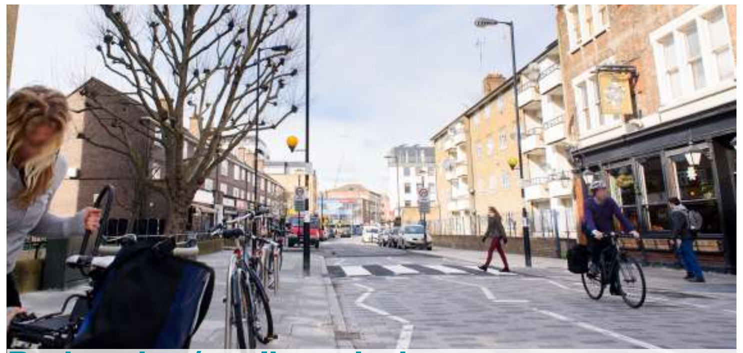
Mandatory cycle lane that allows cyclists to travel opposite the flow of vehicle traffic, allowing for greater permeability of the cycle network.

Off-carriageway cycle track

Cycle facility separated from motor traffic typically through green space.

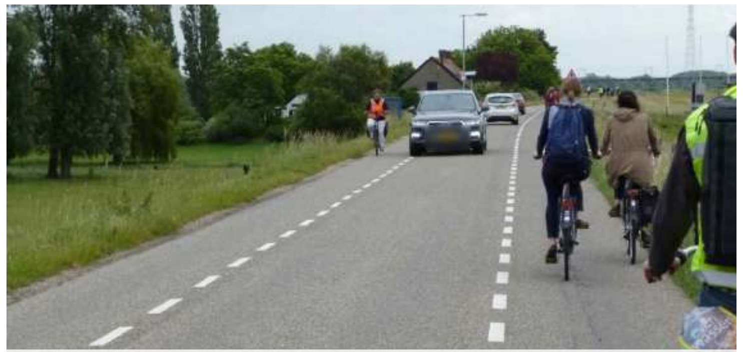
20mph zones

Lower speed zones create safer environments for all, may need to be combined with infrastructure and enforcement changes to ensure compliance.



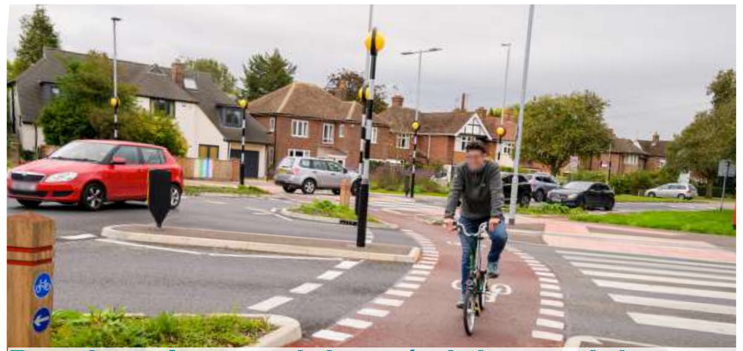
Pedestrian/cyclist priority street

Street design that prioritises pedestrian and cyclist travel. Characterised by lower traffic speeds, restricted motor vehicle access, and coloured paving materials.



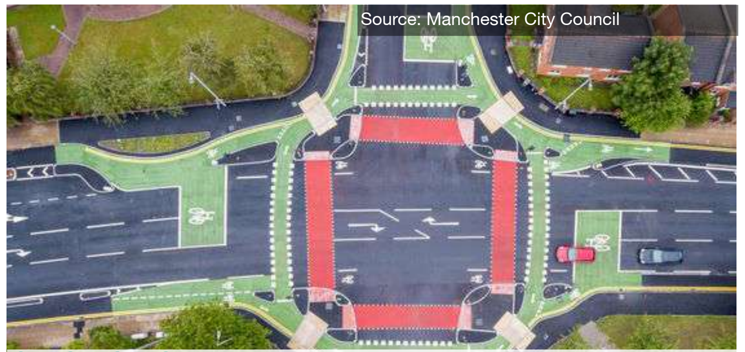
Dutch style street

Street without a centre line encourages slower vehicle speeds and helps create a shared street environment.



Dutch style roundabout/mini-roundabout

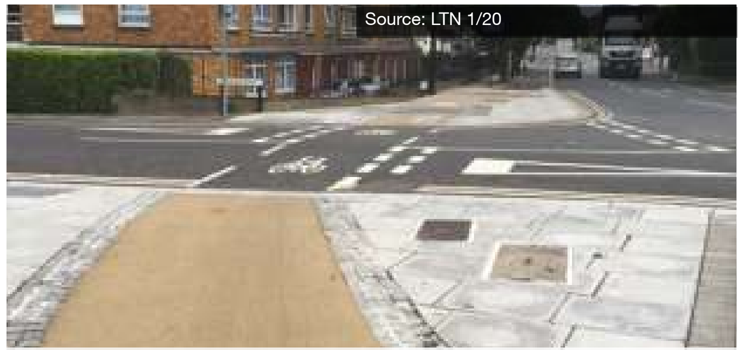
A roundabout that provides a segregated facility for cyclists and pedestrians through all arms of the roundabout. In a mini-roundabout the central island is replaced by road markings.



Source: Manchester City Council

CYCLOPS junction

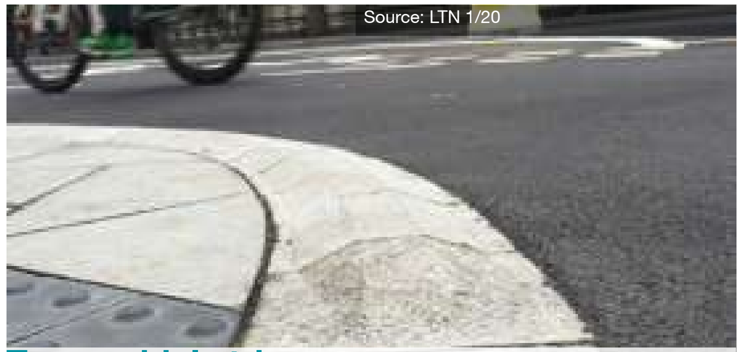
CYCLOPS stands for 'Cycle Optimised Protected Signals'. The unique design of the junction completely separates pedestrians and cyclists from motor traffic, reducing the possibility of collisions or conflict. Pedestrians are also able to get where they want to be in fewer stages with more space to wait than on other junction designs.



Source: LTN 1/20

Bent out crossing

Crossing where a cycle track is inset from the main road carriageway at a distance that enables a car to stop if a cyclist is crossing. This is a crossroads junction of the minor arm with priority given to the cyclist using standard give way markings.



Source: LTN 1/20

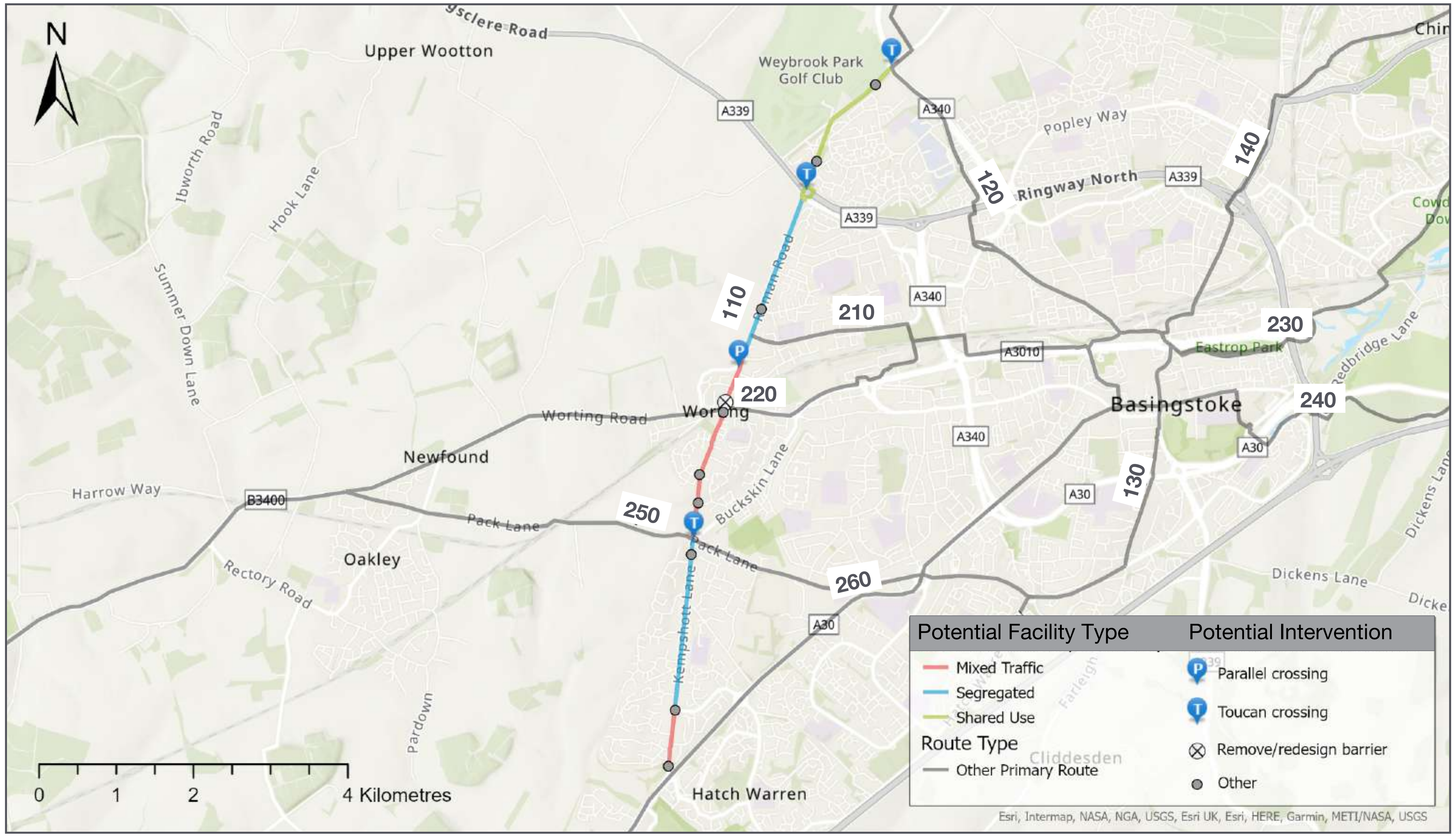
Trapezoidal strip

A raised strip which is trapezoidal in cross section, used to separate cyclists and pedestrians where the surface is fully level between the footway and cycle track. This helps visually impaired people to detect and negotiate the track.

Route 110: Basingstoke to Manydown and Hounsome Fields potential options

Route overview and existing conditions

Route 110 runs from Aldermaston Road/A340 in the north to the A30 in the south along Rooksdown Lane, Roman Road, Old Kempshott Lane and Kempshott Lane. The route would provide a link through residential areas in western Basingstoke as well as linking through the forthcoming Manydown North and Hounsome Fields developments. This route would link Route 240, Route 210 (the Manydown North route), Route 250 and Route 260 (the A30 scheme). The potential relocation of the Basingstoke and Hampshire Hospital to the south of this area would also lend greater importance to this route. There is limited cycle provision on the route, with a shared use path located between Rooksdown Lane and the A334. The opportunity to add cycle provision on the western verge of Roman Way in coordination with the Manydown development is an ideal opportunity to build a direct and coherent network in western Basingstoke.


N
Upper Wootton
Weybrook Park Golf Club
A339
A340
Popley Way
Ringway North
120
140
110
Roman Road
210
230
220
Worting
Worting Road
Eastrop Park
Basingstoke
240
Redbridge Lane
A3010
A30
130
Newfound
Harrow Way
B3400
Pack Lane
250
Buckskin Lane
Oakley
Rectory Road
260
Kempshott Lane
Dickens Lane
Ibworth Road
Hook Lane
Summer Down Lane
Pardown
Hatch Warren
Cliddesden
0
1
2
4 Kilometres
Potential Facility Type
Mixed Traffic
Segregated
Shared Use
Route Type
Other Primary Route
Potential Intervention
Parallel crossing
Toucan crossing
Remove/redesign barrier
Other
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, METI/NASA, USGS

Map 40

Route 110 Overview Map with potential options for facility types and interventions

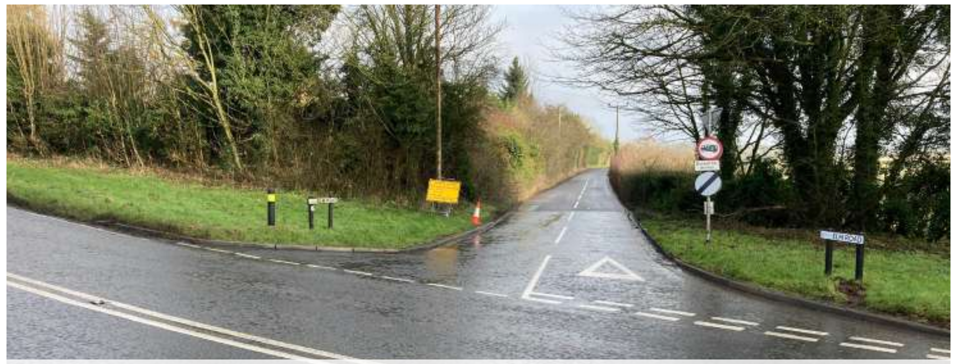


Figure 110.1 Rooksdown Lane/Elm Road (Sustrans)

Add toucan crossing over Aldermaston Road/A340 from Elm Road to Rooksdown Lane.

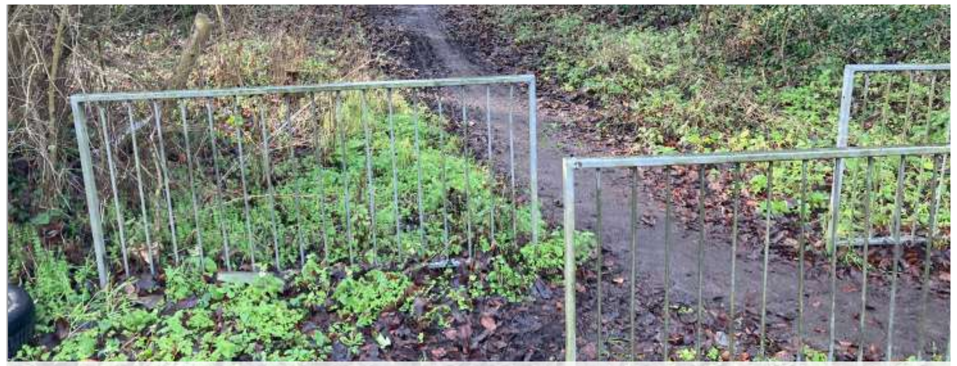


Figure 110.2 Rooksdown Lane (Sustrans)

Improve surface of Rooksdown Lane. Investigate lighting provision subject to ecology. Remove or redesign barriers to ensure the route is accessible to all with a minimum 1.5m gap.

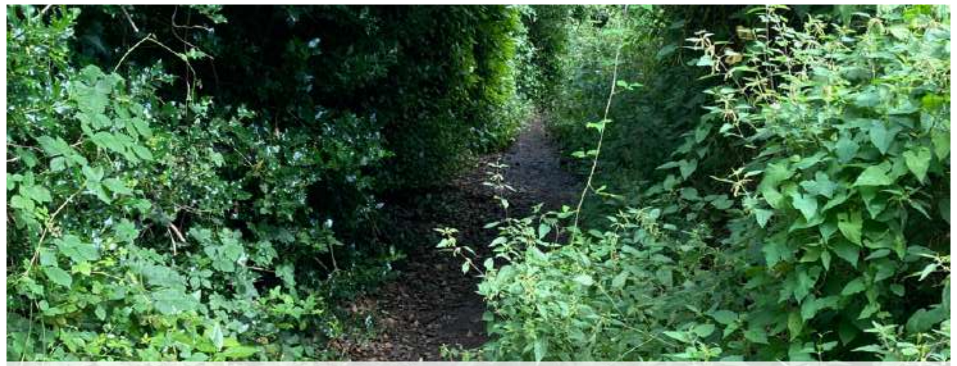


Figure 110.3 Footpath near Nightingale Gardens (Sustrans)

Upgrade footpath to shared use path and designate as a bridleway from Rooksdown Lane to A339 roundabout, would need surface improvements and widening in some sections. Improve crossing over Gillies Drive, consider raised crossing.

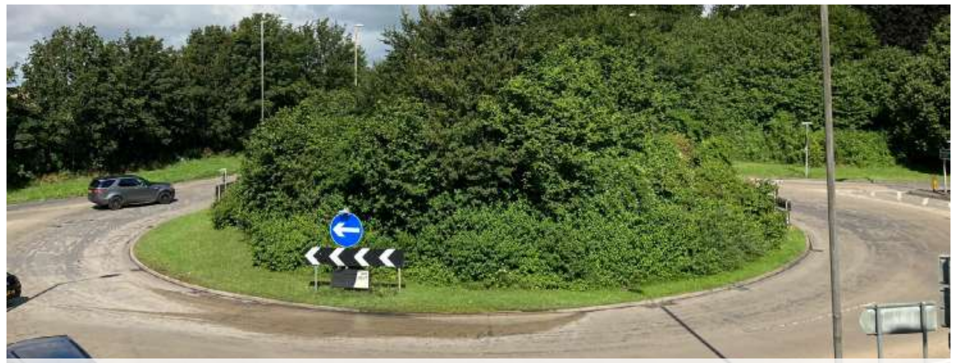


Figure 110.4 A339 and Roman Road Roundabout (Sustrans)

The A339 and Roman Roundabout have high traffic flows and are major barriers to cyclists and pedestrians. There is currently an indirect overpass for cyclists/pedestrians to cross the junction, with steep grades. Install an at-grade toucan crossing. Changes to this junction may be coordinated with nearby developments to the west, such as Manydown.

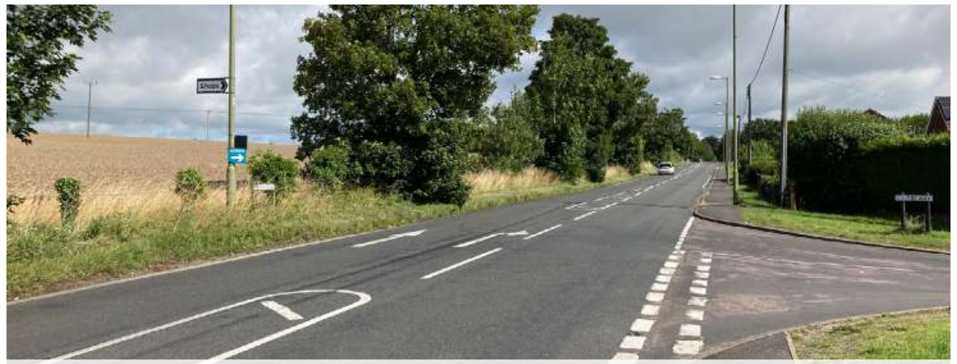


Figure 110.5 Roman Road (Sustrans)

Limited footway and carriageway width. Investigate if development on western side can incorporate segregated cycle facilities along Roman Road from A339 to Wayside Road. Also investigate using western verge if cycle facility cannot be accommodated within development.

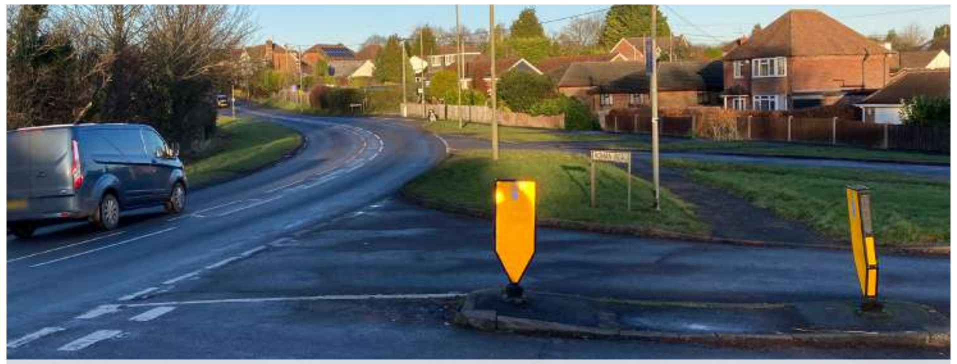
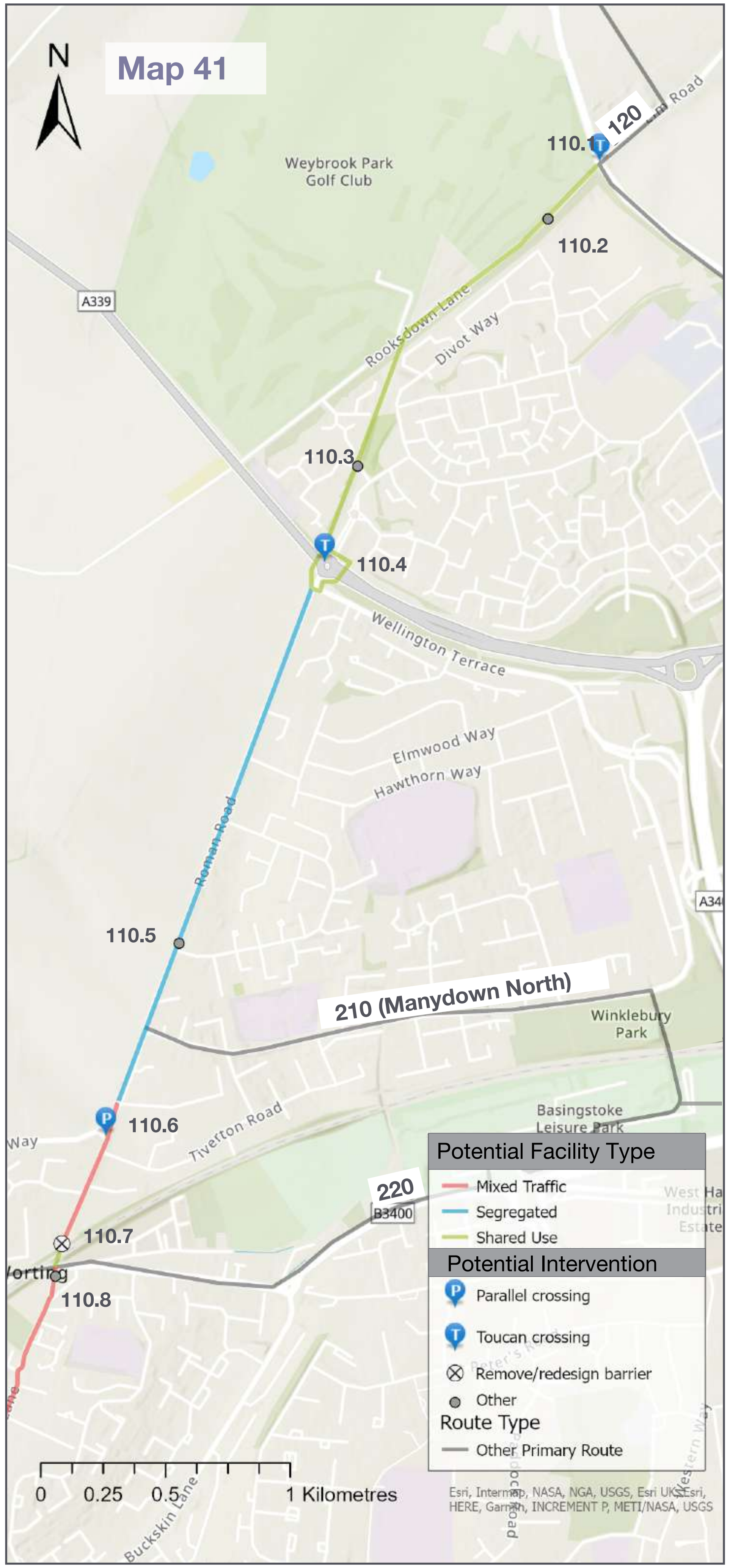


Figure 110.6 Roman Road and Roman Way (Sustrans)

Provide a parallel or toucan crossing for cyclists transitioning from western cycle track to Roman Road cul-de-sac. Reduce speed zone to 20mph add speed humps and cycle symbols on carriageway from Wayside Road to railway underpass. Improve carriageway surface.



Map 41
N
Weybrook Park Golf Club
110.1
120
Road
110.2
A339
Rooksdown Lane
Divot Way
110.3
110.4
Wellington Terrace
Elmwood Way
Hawthorn Way
Roman Road
A34
110.5
210 (Manydown North)
Winklebury Park
110.6
Tiverton Road
Basingstoke Leisure Park
Way
220
B3400
110.7
110.8
Potential Facility Type
Mixed Traffic
Segregated
Shared Use
Potential Intervention
Parallel crossing
Toucan crossing
Remove/redesign barrier
Other
Route Type
Other Primary Route
0
0.25
0.5
1 Kilometres
Buckskin Lane
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

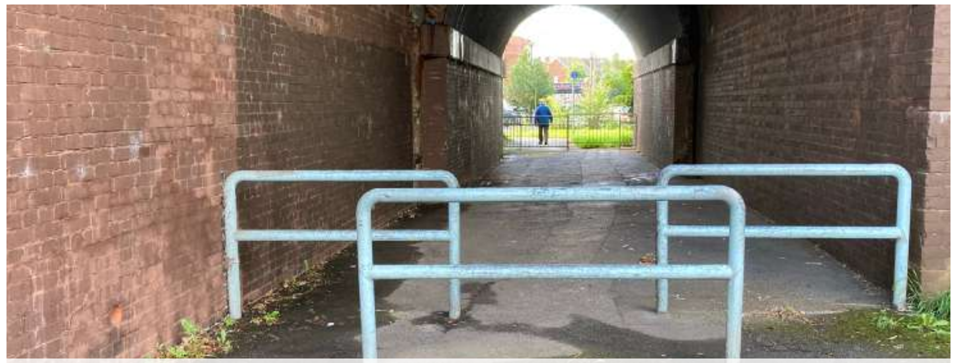


Figure 110.7 Railway underpass (Sustrans)

Remove or redesign barriers to ensure the route is accessible to all with a minimum 1.5m gap.

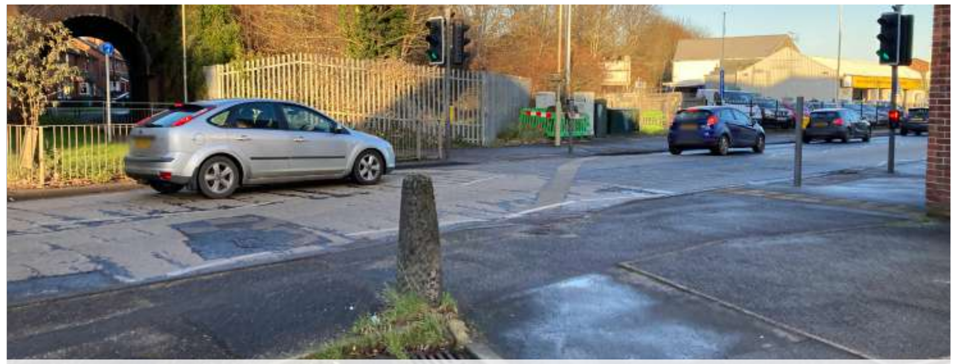


Figure 110.8 Roman Road south of B3400 (Sustrans)

Use Roman Road spur directly south of the B3400 as a low traffic cycle route, between the B3400 and Old Kempshott Lane, add cycle symbols to carriageway. Consider making pedestrian/cyclist priority street. Investigate moving the existing controlled crossing of B3400 slightly to the west to better accommodate pedestrian and cyclist desire line. Improvements to be coordinated with the developing MRT strategy.

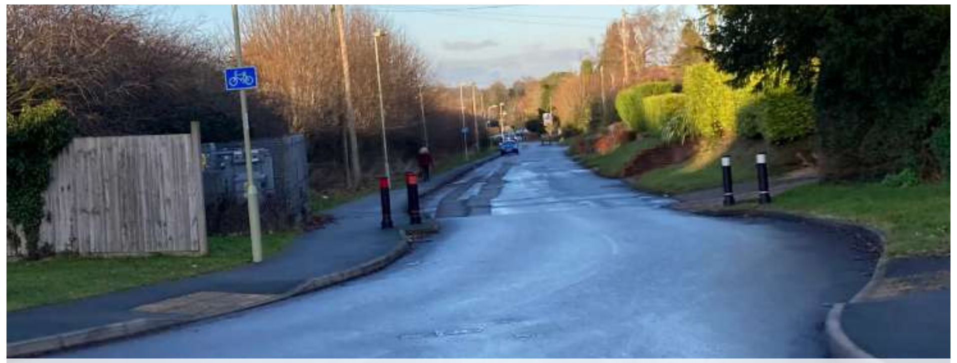


Figure 110.9 Old Kempshott Lane (Sustrans)

On Old Kempshott Lane from Roman Road to Pack Lane, reduce to a 20mph speed zone, add traffic calming measures such as speed humps, cycle symbols are already on the carriageway. Investigate installation of a modal filter to prevent through traffic.

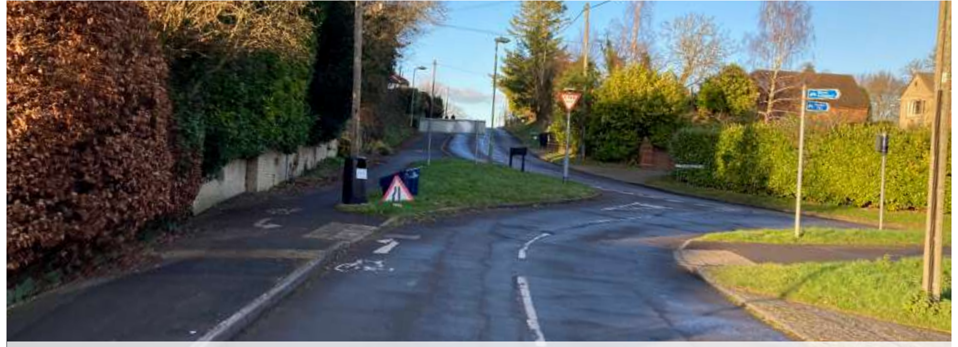


Figure 110.10 Kempshott Lane/Lowlands Road (Sustrans)

Investigate implementing modal filter at Lowlands Road/Old Kempshott Lane. Improve junction for cyclists to increase directness and improve safety.

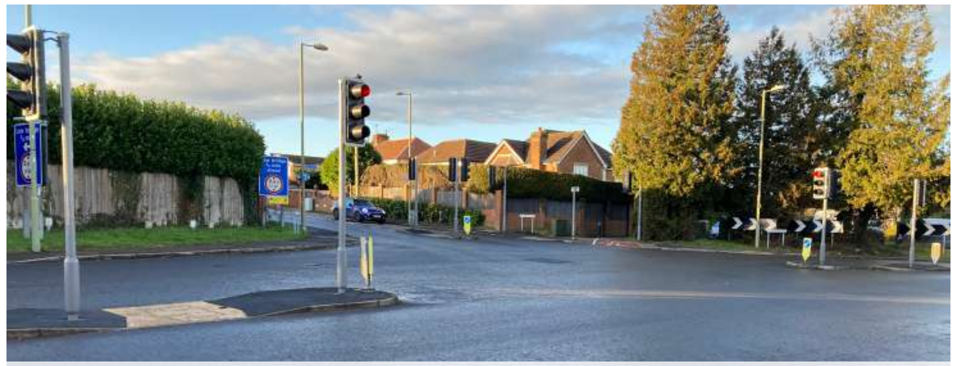


Figure 110.11 Fiveways junction (Sustrans)

Improve cycle provision at Pack Lane/Buckskin Lane/Kempshott Lane. Consider installing Cyclops junction or toucans across all approaches as a minimum. Coordinate changes in context of new development to the west and improvements to upgrade the traffic signals.

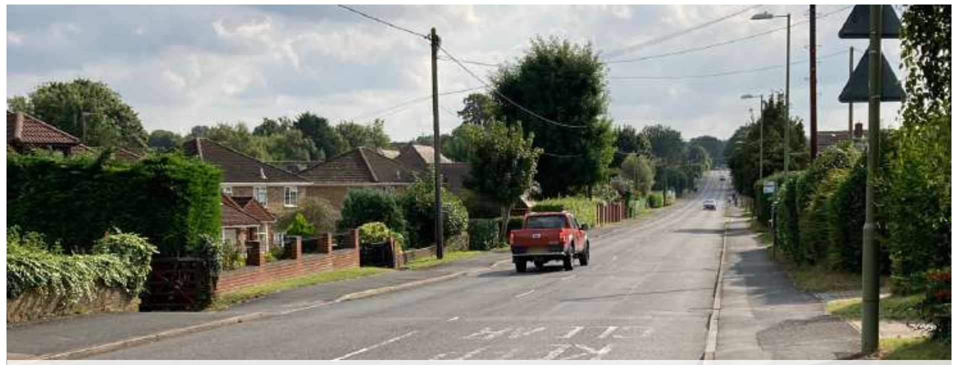
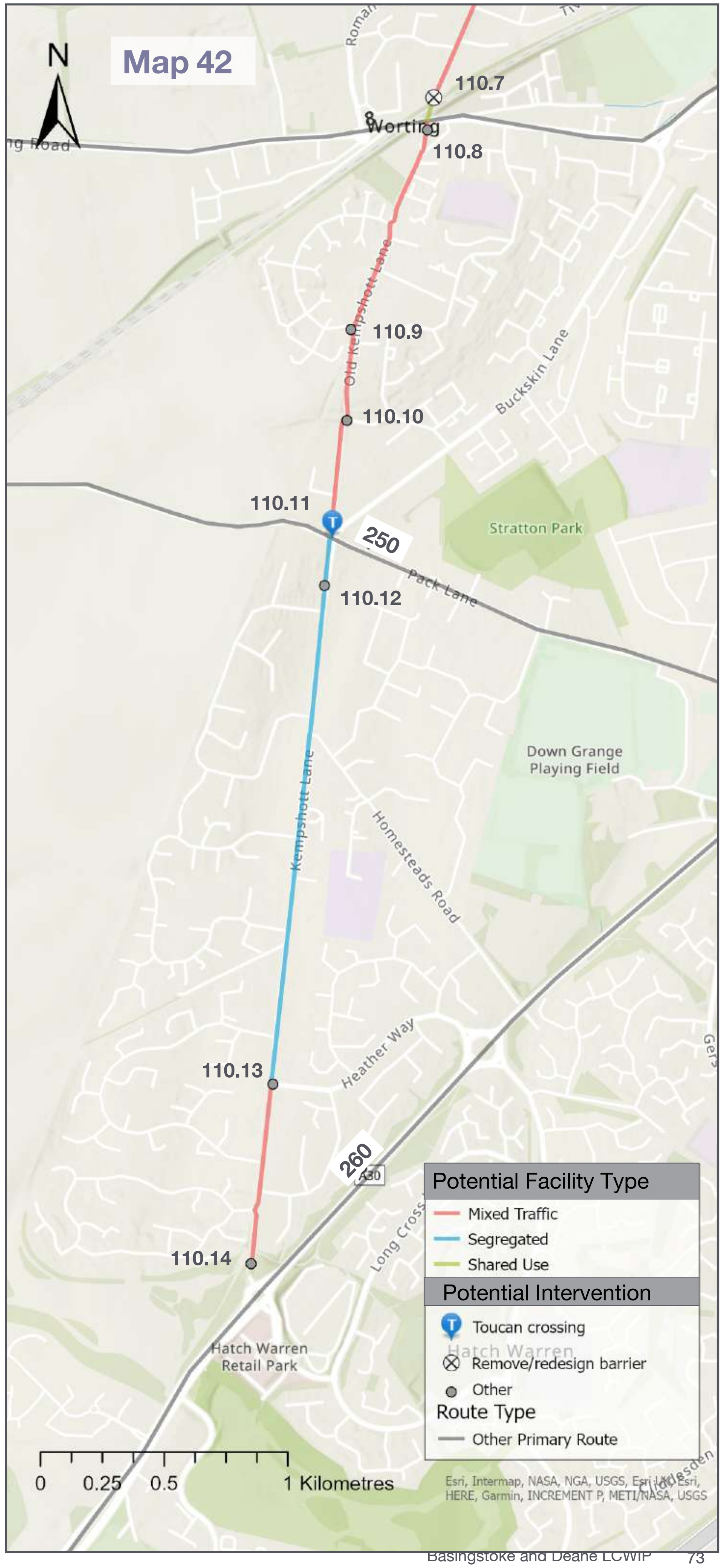


Figure 110.12 Kempshott Lane (Sustrans)

Install stepped cycle tracks or mandatory cycle lanes with light segregation on Kempshott Lane from Pack Lane to Heather Way. Provide continuous footways across side road junctions with residential streets.



Map 42
N
110.7
110.8
110.9
110.10
110.11
110.12
110.13
110.14
250
260
Worting
Old Kempshott Lane
Buckskin Lane
Pack Lane
Stratton Park
Down Grange Playing Field
Kempshott Lane
Homesteads Road
Heather Way
Long Cross
Hatch Warren Retail Park
Hatch Warren
Potential Facility Type
Mixed Traffic
Segregated
Shared Use
Potential Intervention
Toucan crossing
Remove/redesign barrier
Other
Route Type
Other Primary Route
0 0.25 0.5 1 Kilometres
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

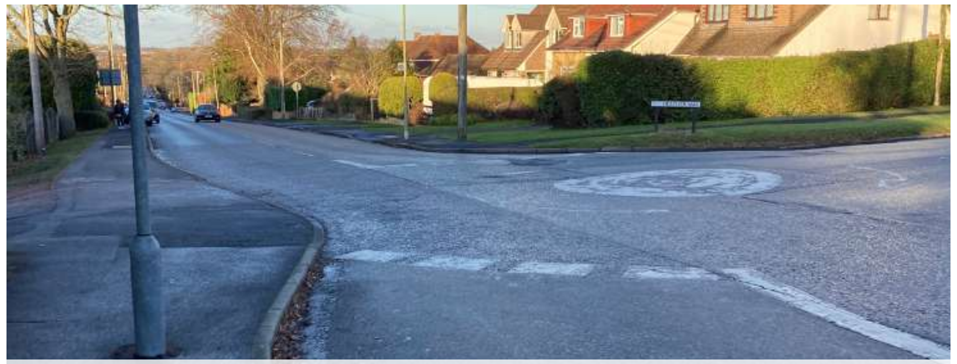


Figure 110.13 Kempshott Lane south of Heather Way (Sustrans)

Reduce to 20mph zone, remove centre line and add traffic calming such as speed humps, and cycle symbols on the carriageway on Kempshott Lane from Heather Way to Kempshott Lane’s southern end. Investigate the feasibility of installing a modal filter.

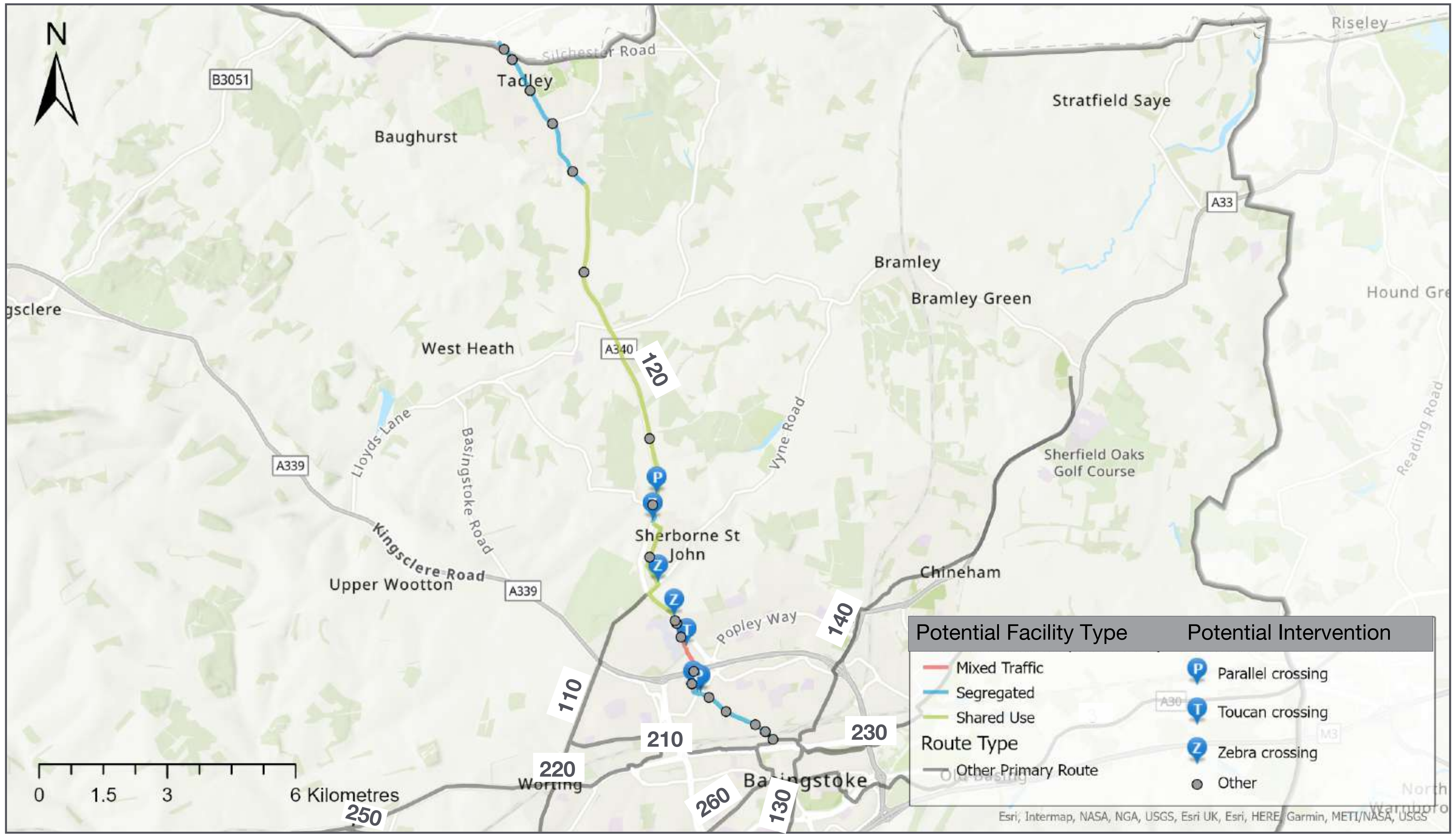
Figure 110.14 HCC A30 Scheme (HCC)

Provide connection with HCC A30 scheme and existing underpass. Improve lighting and wayfinding.

Route 120: Tadley to Basingstoke potential options

Route overview and existing conditions

Route 120 runs from Tadley to Basingstoke town centre, primarily along the A340/Aldermaston Road. There is currently no cycling provision on this high-speed, high-flow route. Once the route enters Basingstoke town it passes the North Hampshire Hospital and continues along Priestly Road and Edison Road and then along Kingsclere Road in to the town centre.


N
Riseley
B3051
Silchester Road
Tadley
Stratfield Saye
Baughurst
A33
Bramley
Bramley Green
Hound Gre
gsclere
West Heath
A340
120
Vyne Road
Lloyds Lane
Basingstoke Road
A339
Sherfield Oaks Golf Course
Reading Road
Sherborne St John
Kingsclere Road
Upper Wootton
A339
Chineham
Popley Way
140
110
210
230
220
Worting
260
130
Basingstoke
250
0
1.5
3
6 Kilometres
Potential Facility Type
Mixed Traffic
Segregated
Shared Use
Route Type
Other Primary Route
Potential Intervention
P Parallel crossing
T Toucan crossing
Z Zebra crossing
● Other

Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, METI/NASA, USGS

Map 42

Route 120 Overview Map with potential options for facility types and interventions

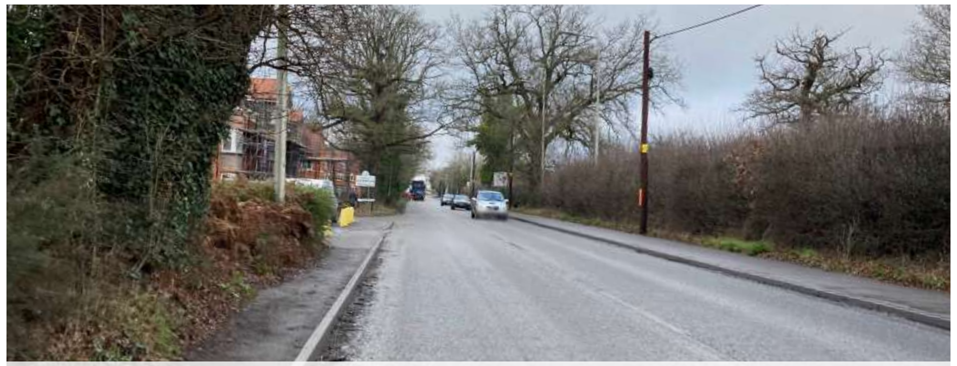


Figure 120.1 A340 Aldermaston Road (Sustrans)

Install stepped cycle tracks on both sides of Aldermaston Road between Three Corner Plantation and Silchester Road. Consider a field edge path on eastern side if cycle tracks cannot be delivered.

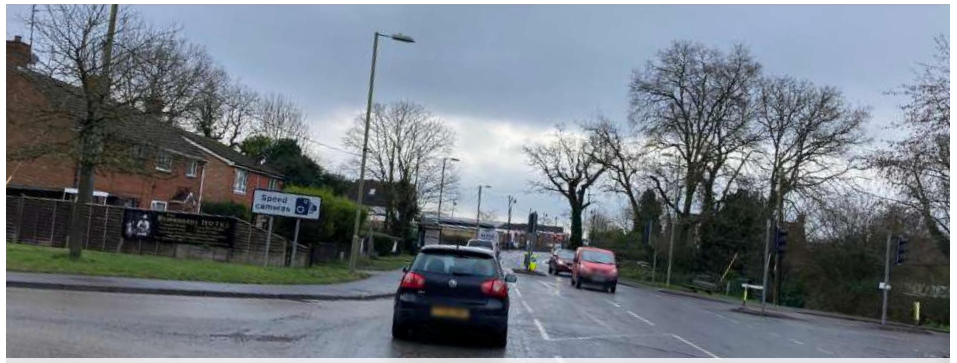


Figure 120.2 A340/Silchester Road (Sustrans)

Install advance stop lines with filters and cycle early release signals at A340/Silchester Road junction. Install pedestrian signals. Widen refuge and improve tactile paving.

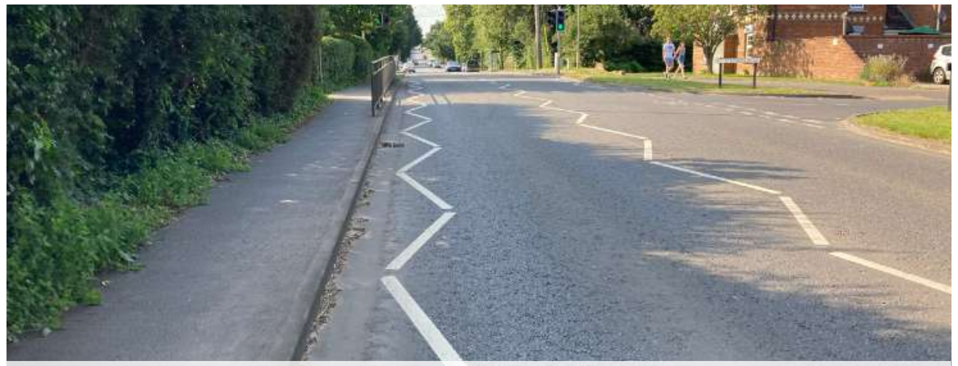


Figure 120.3 A340 Mulfords Hill (Sustrans)

Install stepped cycle tracks with priority at side road junctions between A340 Silchester Road junction and A340/Rowan Road/New Road roundabout. If this cannot be delivered, reduce speed zone to 20mph for mixed traffic cycling.

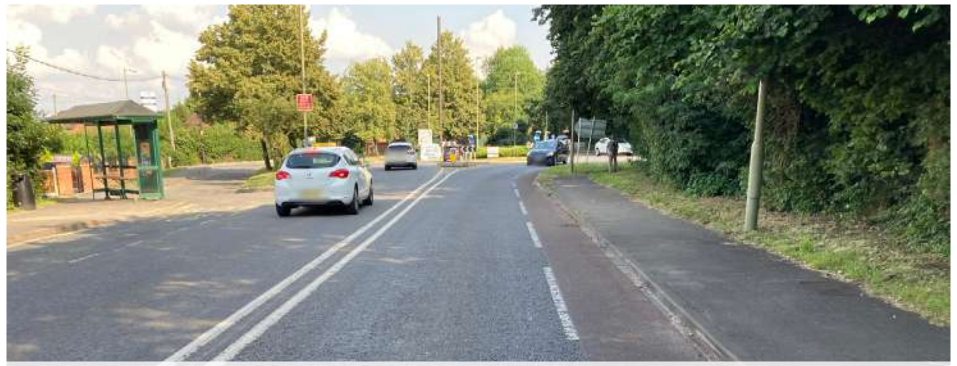


Figure 120.4 A340/Rowan Road/New Road Roundabout (Sustrans)

Investigate feasibility of installing Dutch style roundabout to replace existing A340/Rowan Road/New Road roundabout.

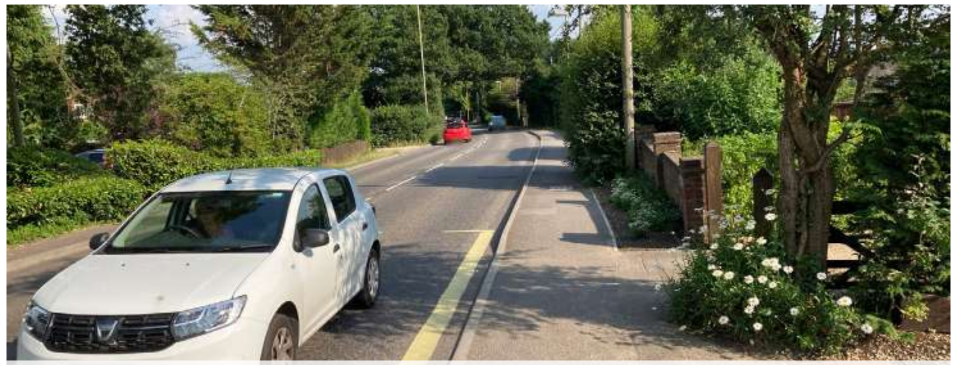


Figure 120.5 A340 Main Road (Sustrans)

Install stepped cycle tracks with priority at side road junctions on the A340 between the New Road/Rowan Road roundabout and the A340/Winston Avenue. If this cannot be delivered, reduce speed zone to 20mph for mixed traffic cycling and widen footways where possible.

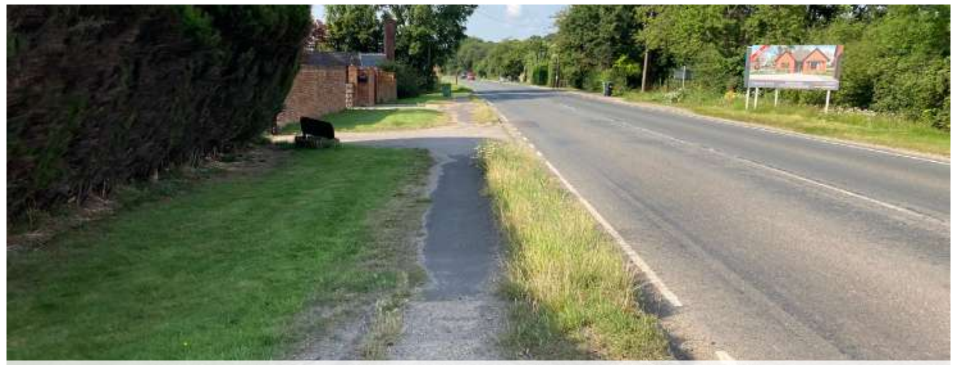
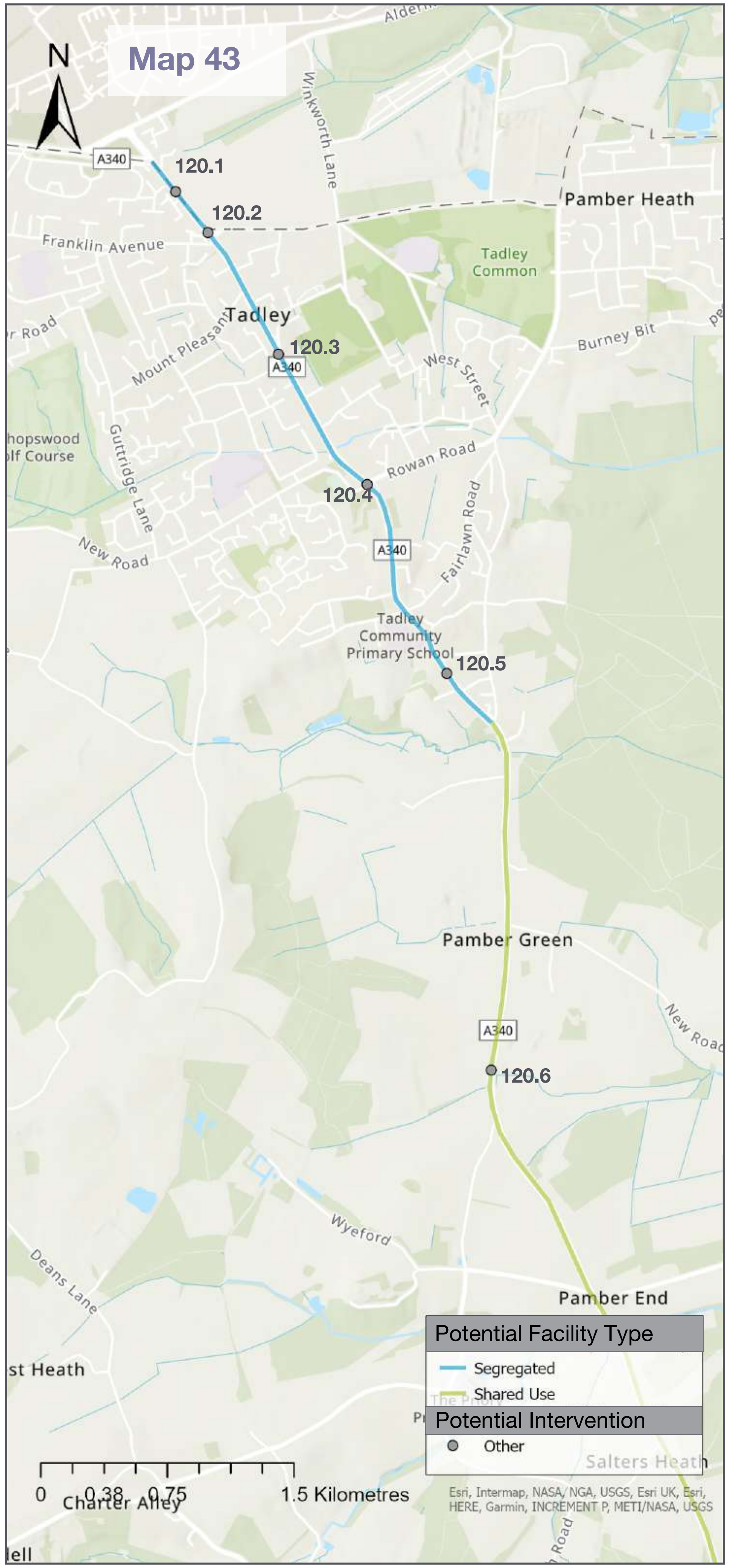


Figure 120.6 A340 Aldermaston Road (Sustrans)

Widen existing footway and upgrade to/install shared use path on western side of the A340 between the junction with Winston Avenue and Pamber End. Provide horizontal separation from carriageway where possible.


Map 43
N
A340
120.1
120.2
120.3
120.4
120.5
120.6
Franklin Avenue
Winkworth Lane
Pamber Heath
Tadley Common
Tadley
Mount Pleasant
Burney Bit
West Street
Rowan Road
Fairlawn Road
Gutteridge Lane
New Road
Tadley Community Primary School
Pamber Green
Wyeford
Deans Lane
Pamber End
Charter Alley
Salters Heath
Potential Facility Type
Segregated
Shared Use
Potential Intervention
Other
0
0.38
0.75
1.5 Kilometres
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

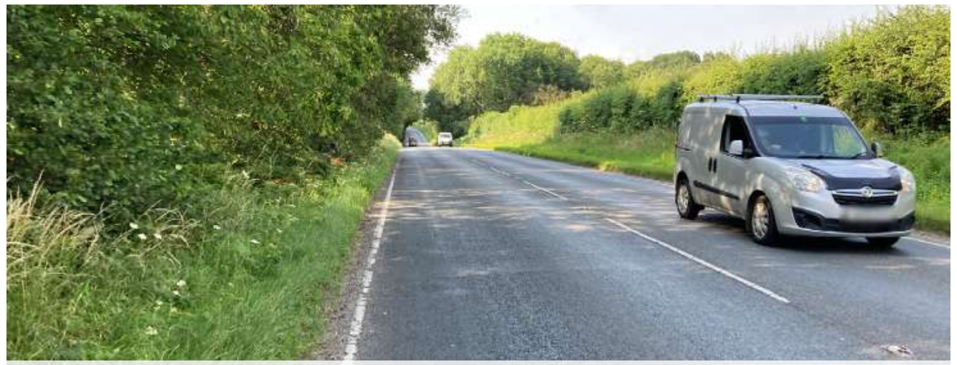


Figure 120.7 A340 Aldermaston Road (Sustrans)

Install shared use path in verge space on the east side of the A340 carriageway between Pamber End and West End. Consider a field edge path behind hedge row if a path cannot be delivered in the verge space.

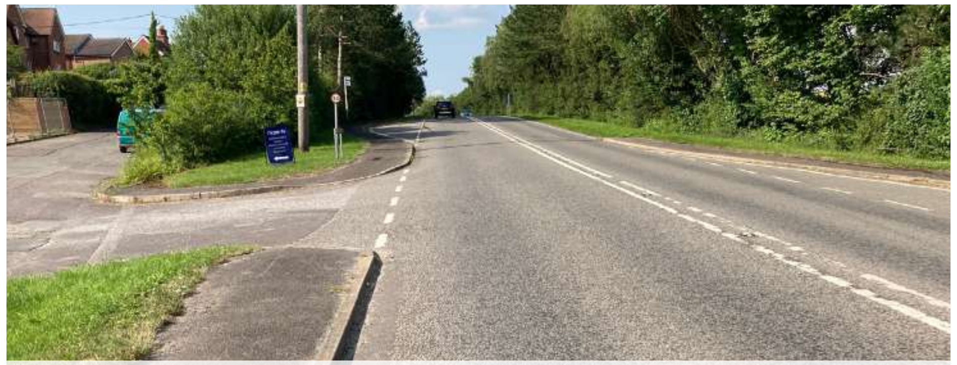


Figure 120.8 A340 West End bus stops (Sustrans)

Install controlled pedestrian and cycle crossing within the vicinity of the West End bus stops.

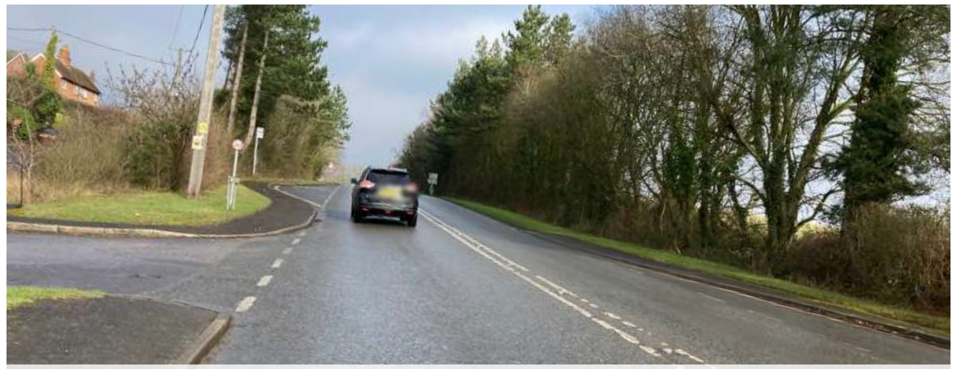


Figure 120.9 A340 (Sustrans)

Install segregated provision for cyclists on the A340 between West End and Dixon's Corner. Either stepped cycle tracks or a two-way segregated track on one side.

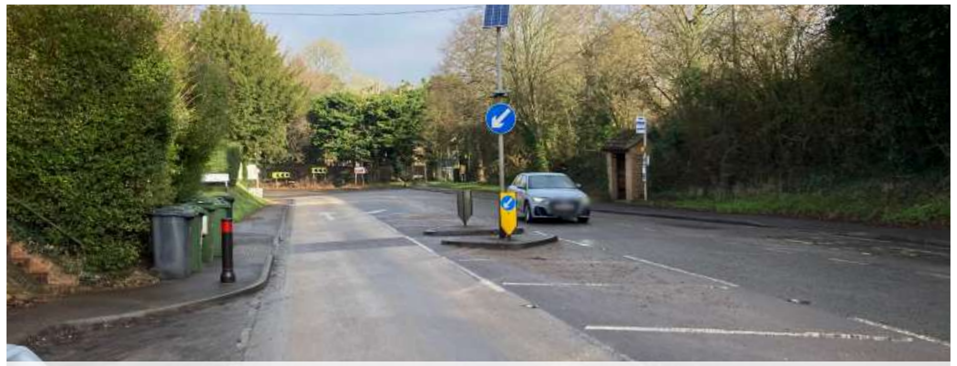


Figure 120.10 A340 Dixon's Corner (Sustrans)

Consider replacing existing uncontrolled crossing over the A340 with controlled provision near the Dixon's Corner bus stops.

Figure 120.11 Field edge south of Elm Road (Sustrans)

Consider a field edge path to the east of the A340 between Dixon's Corner and the junction with The Avenue on the A340. Will require third party land.

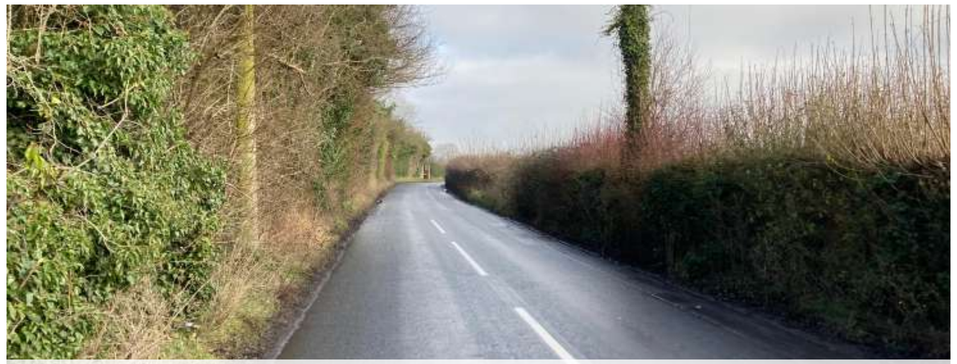
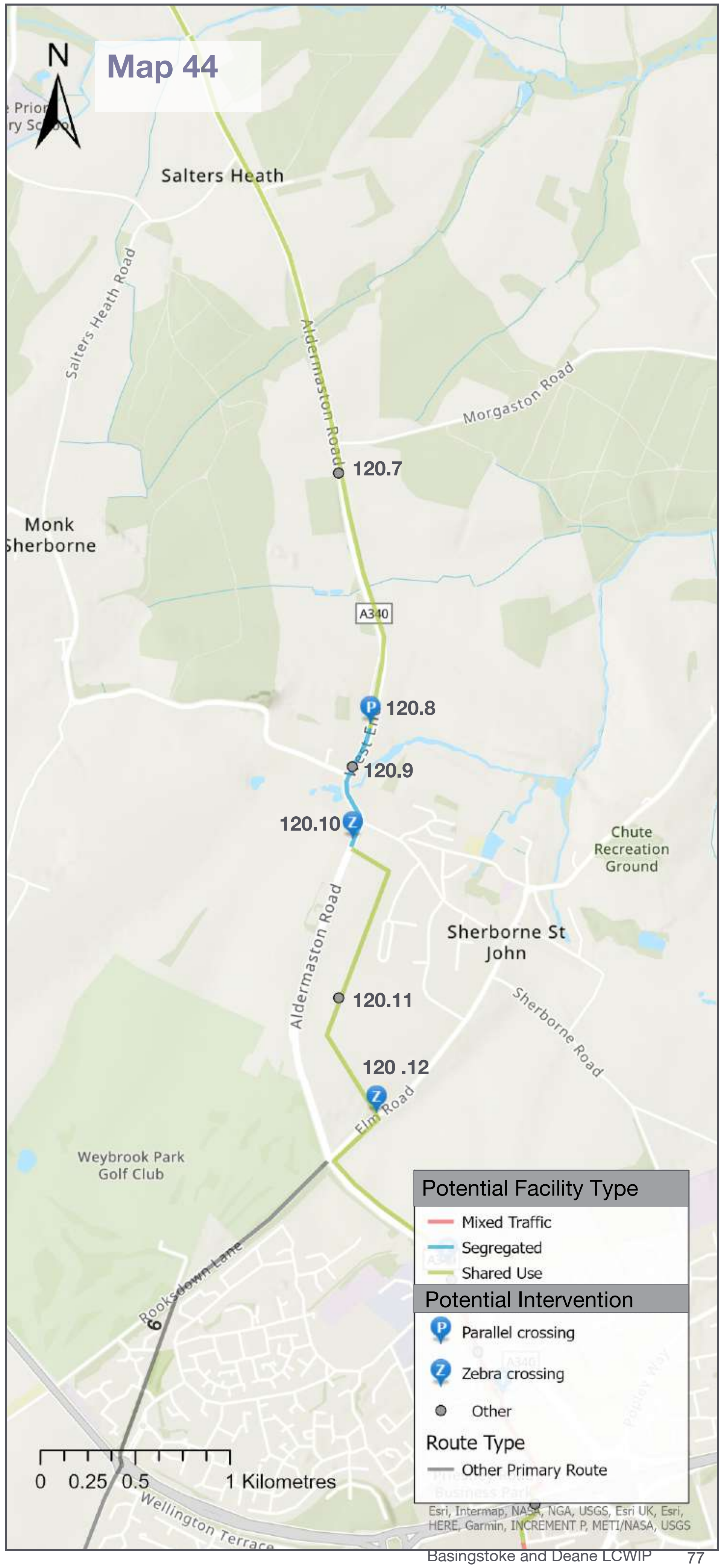
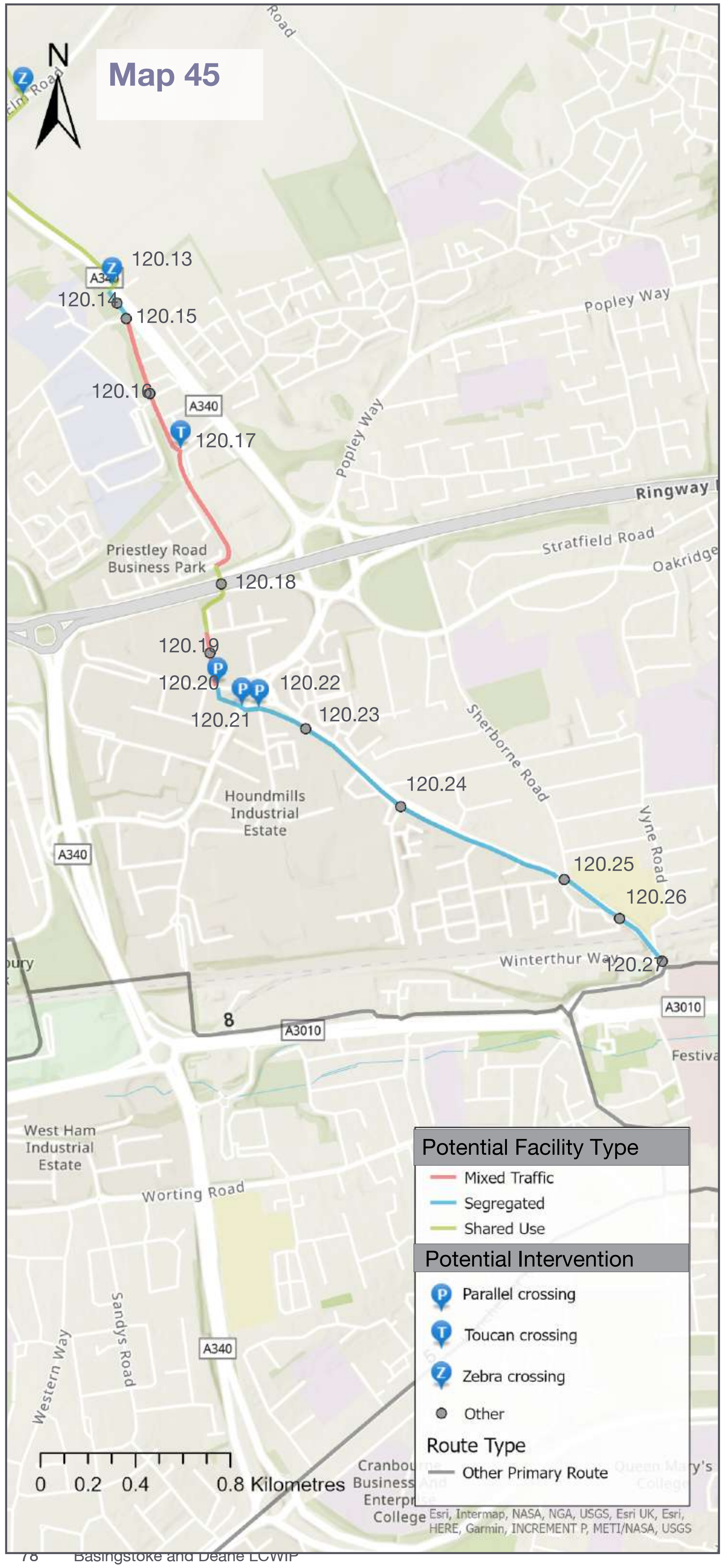


Figure 120.12 Elm Road (Sustrans)

Install a pedestrian and cycle crossing on Elm Road.



Map 44
N
Salters Heath
Salters Heath Road
Aldermaston Road
Morgaston Road
120.7
Monk Sherborne
A340
120.8
120.9
120.10
Chute Recreation Ground
Sherborne St John
Aldermaston Road
120.11
Sherborne Road
120 .12
Elm Road
Weybrook Park Golf Club
Rooksdown Lane
Wellington Terrace
0 0.25 0.5 1 Kilometres
Potential Facility Type
Mixed Traffic
Segregated
Shared Use
Potential Intervention
Parallel crossing
Zebra crossing
Other
Route Type
Other Primary Route
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS


Map 45
N
120.13
120.14
120.15
120.16
120.17
120.18
120.19
120.20
120.21
120.22
120.23
120.24
120.25
120.26
120.27
A340
A3010
Popley Way
Ringway
Stratfield Road
Oakridge
Priestley Road Business Park
Houndmills Industrial Estate
Sherborne Road
Vyne Road
Winterthur Way
West Ham Industrial Estate
Worting Road
Sandys Road
Western Way
Potential Facility Type
Mixed Traffic
Segregated
Shared Use
Potential Intervention
Parallel crossing
Toucan crossing
Zebra crossing
Other
Route Type
Other Primary Route
0 0.2 0.4 0.8 Kilometres
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

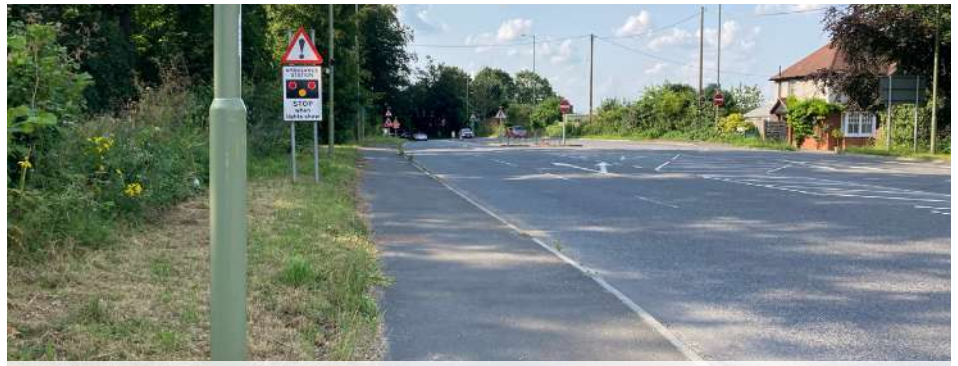


Figure 120.13 A340 existing uncontrolled crossing (Sustrans)

Upgrade existing uncontrolled crossing over the A340 to controlled provision.

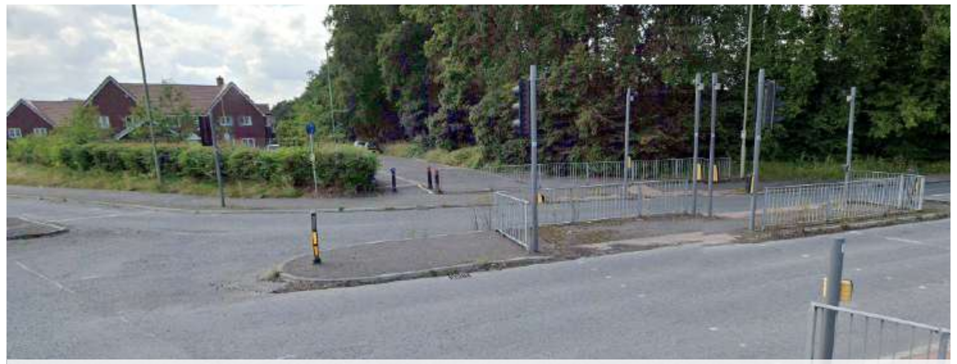


Figure 120.14 A340 Aldermaston Road (Sustrans)

Consider straight-over crossing at the crossing with The Avenue. Improve transition between crossing and Priestly Road for users.

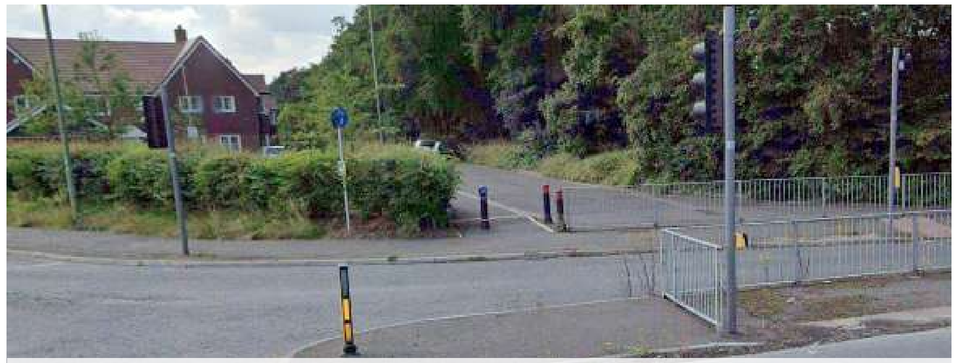


Figure 120.15 A340 Aldermaston Road barriers (Sustrans)

Remove or redesign existing bollards to ensure the route is accessible to all with a minimum 1.5m gap.

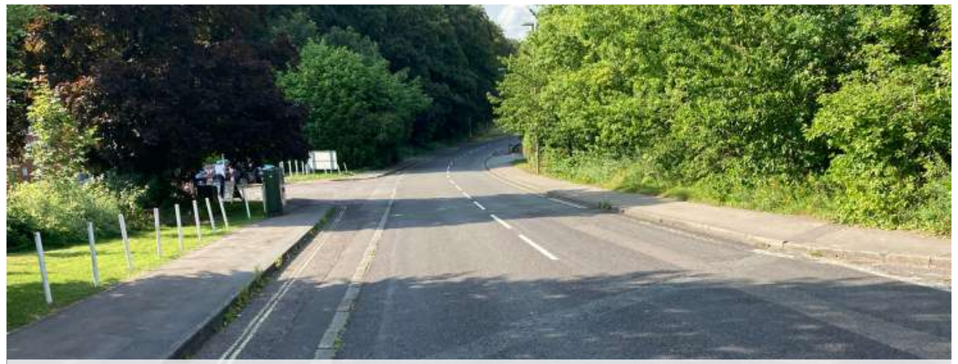


Figure 120.16 Priestly Road (Sustrans)

Investigate provision of stepped cycle tracks. Otherwise, introduce 20mph zone, install cycle symbols on carriageway and remove centre line on Priestly Road.

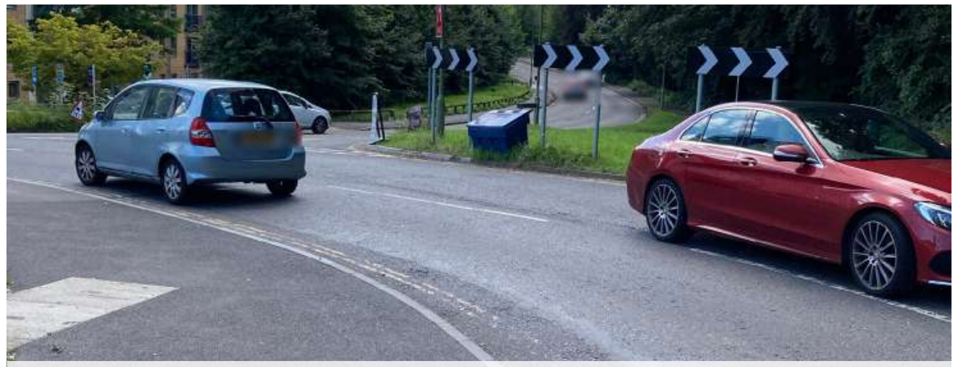


Figure 120.17 Priestly Road (Sustrans)

Install a crossing point/transition to take users between the on-road provision and segregated tracks on Priestly Road.

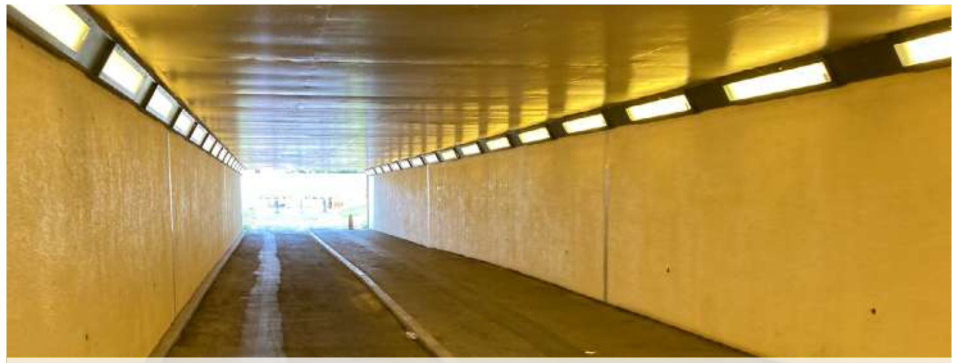


Figure 120.18 A339 underpass from Edison Road (Sustrans)

Install cycle symbols on cycle track between Priestly Road and Edison Road. Remove or redesign barriers to ensure the route is accessible to all with a minimum 1.5m gap. Engage with local community on how to make tunnel feel safer.

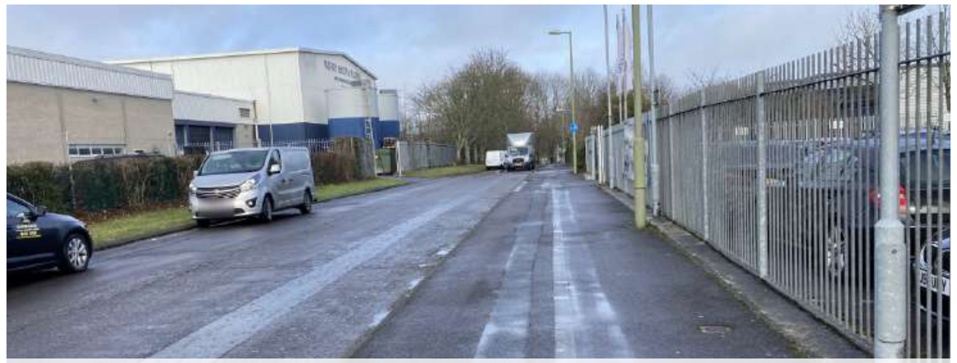


Figure 120.19 Edison Road (Sustrans)

Reduce speed zone to 20mph and install cycle symbols on carriageway on Edison Road. Improve surfacing. Remove white line segregation from shared use path.

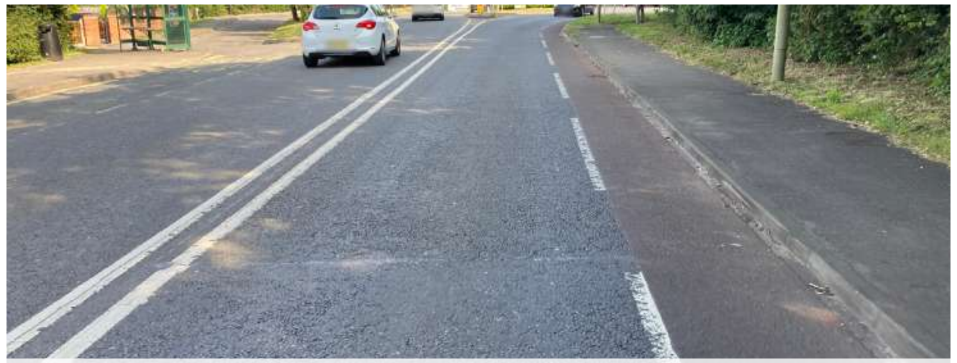


Figure 120.20 Crossing of Hamilton Close to Edison Rd (Sustrans)

Provide a transition between Edison Road on-street provision and traffic free path. Install parallel crossing.

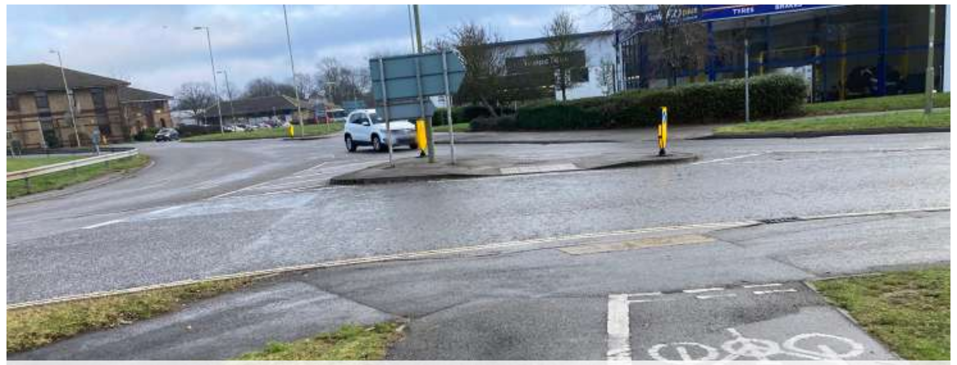


Figure 120.21 Houndmills Road at Houndmills Roundabout (Sustrans)

Install parallel crossing over Houndmills Road on the approach to the Houndmills Roundabout. Install parallel crossing over Knights Park Road on the approach to the Houndmills Roundabout.

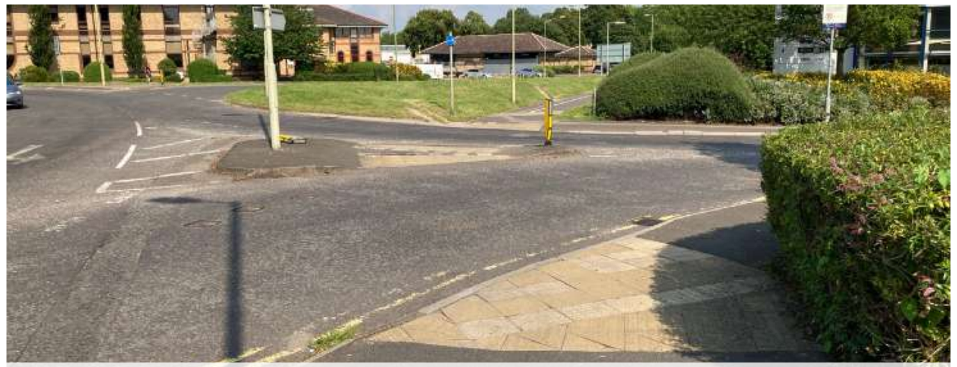


Figure 120.22 A340 Aldermaston Road (Sustrans)

Consider installing parallel crossing over Kings Park Road on the approach to the Houndmills Roundabout.

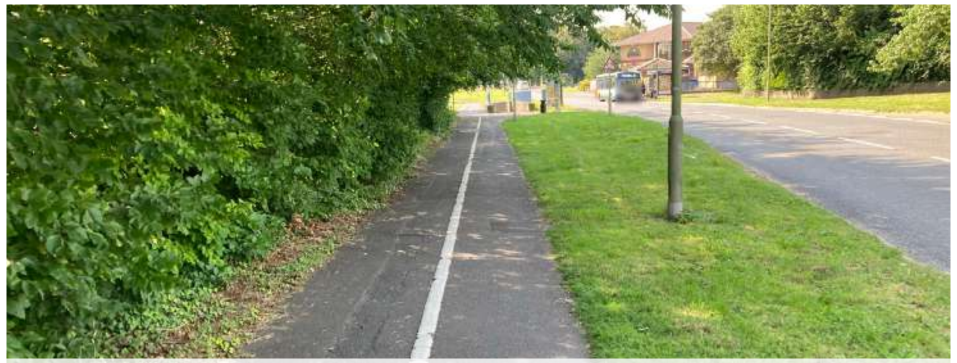


Figure 120.23 A340 Kingsclere Road (Sustrans)

Provide two-way segregated cycle track around the southern side of the Houndmills Roundabout and along the western side of Kingsclere Road using space from shared use path and central hatching. Retain 2m footway.

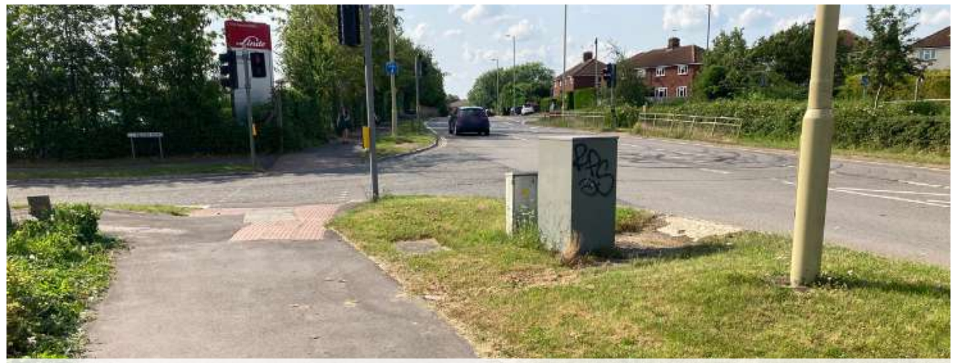


Figure 120.24 Kingsclere Road/Pelton Road junction (Sustrans)

Improve crossing provision across Pelton Road with separate cycle provision to tie in with cycle track recommended at 120.23.

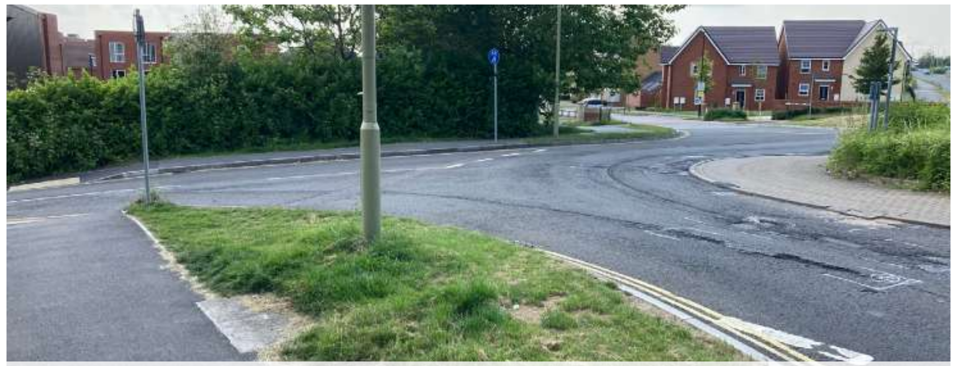


Figure 120.25 Kingsclere Road/Chapel Hill Roundabout (Sustrans)

Install Dutch style roundabout with pedestrian and cycle priority over approaches at the existing Kingsclere Road/Sherborne Road/ Chapel Hill Roundabout.

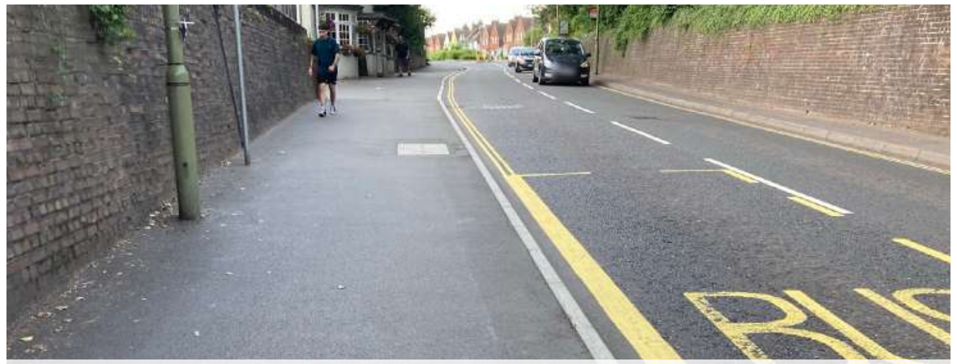


Figure 120.26 Chapel Hill (Sustrans)

Investigate the provision of a camera enforced bus gate on Chapel Hill. Improvements to be considered as part of Town Centre Master Plan.

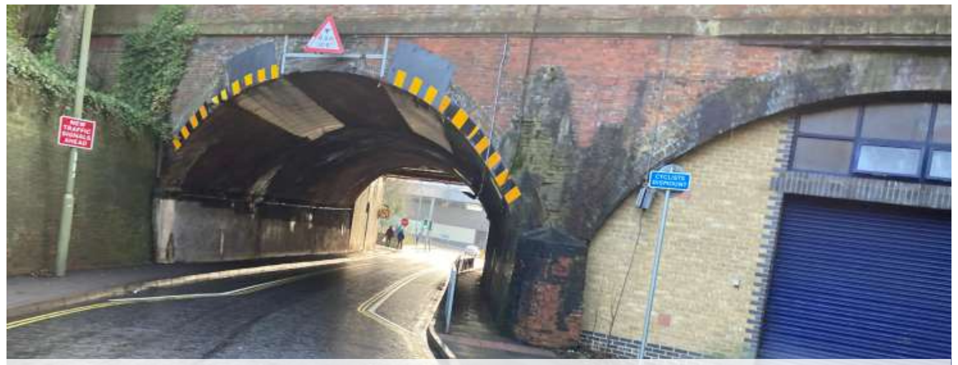


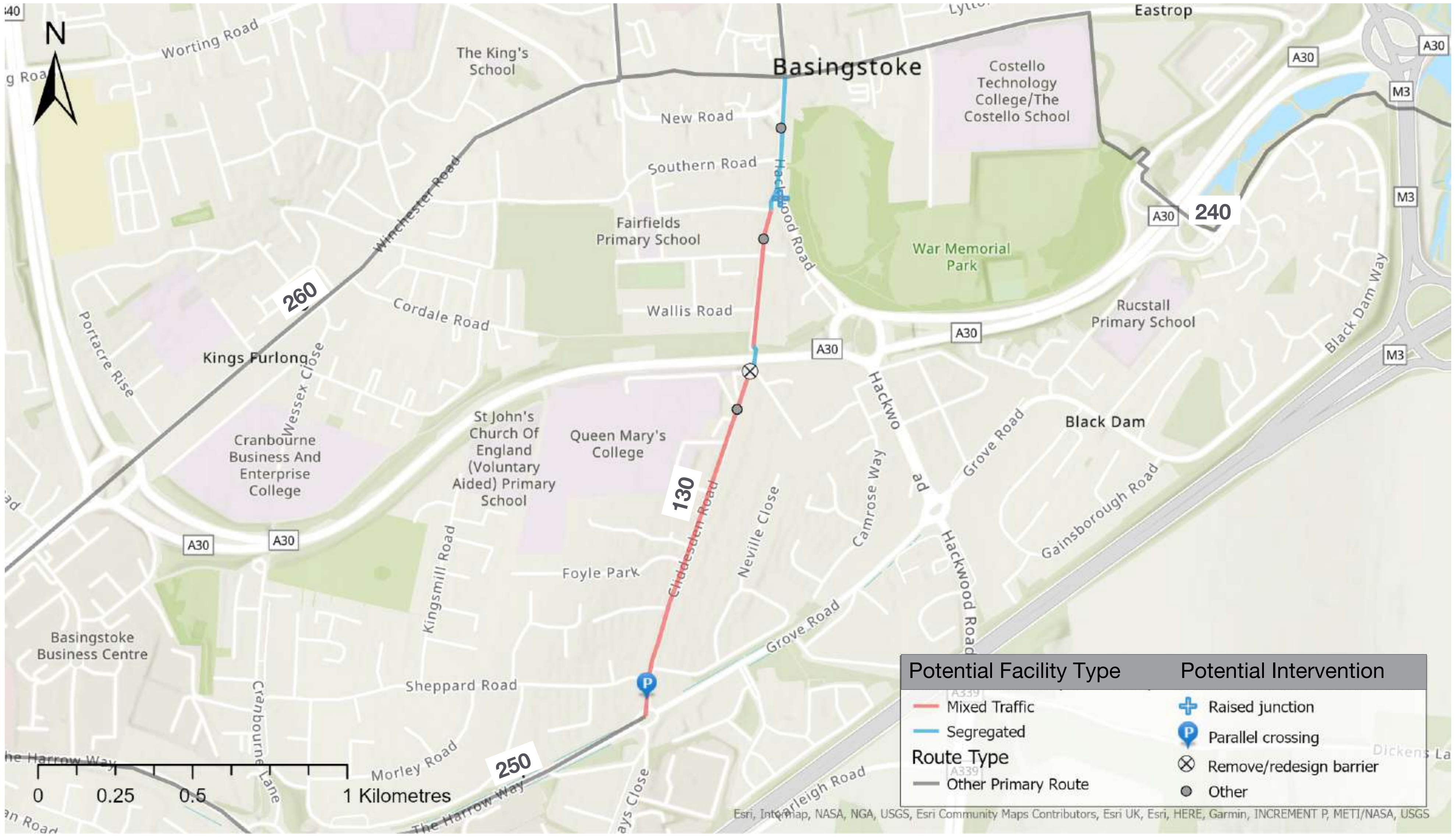
Figure 120.27 Chapel Hill (Sustrans)

Provide onward traffic free connections to the town centre. Investigate opportunities to improve pedestrian and cycle accessibility to the town centre at Vyne Road/Chapel Hill bridge. Improvements should be coordinated with the Town Centre Master Plan under development.

Route 130: Basingstoke to Harrow Way potential options

Route overview and existing conditions

Route 130 connects Basingstoke town centre to The Harrow Way utilising New Road, Hackwood Road and Cliddesden Road. This route shares most of its length with National Cycle Network Route 23. Cliddesden Road is a low speed, low volume neighbourhood street that is severed to motor vehicles by the ringway. Cyclists and pedestrians use a subway that is fairly wide but could benefit from improvements to barriers and visibility when cyclists re-join the carriageway at either end of the tunnel. Whilst Cliddesden Road has speed humps and a 20mph speed zone, stakeholders commented that there are issues with vehicle speeds on the southern half of Cliddesden Road.


N
Basingstoke
Eastrop
Worting Road
The King's School
New Road
Southern Road
Costello Technology College/The Costello School
War Memorial Park
Fairfields Primary School
Wallis Road
Winchester Road
Cordale Road
Kings Furlong
Portacre Rise
Wessex Close
Cranbourne Business And Enterprise College
St John's Church Of England (Voluntary Aided) Primary School
Queen Mary's College
Hackwood Road
Cliddesden Road
Neville Close
Camrose Way
Grove Road
Rucstall Primary School
Black Dam
Black Dam Way
Gainsborough Road
Foyle Park
Kingsmill Road
Sheppard Road
Morley Road
Basingstoke Business Centre
Cranbourne Lane
The Harrow Way
A30
M3
A339
260
240
250
130
0
0.25
0.5
1 Kilometres
Potential Facility Type
Mixed Traffic
Segregated
Route Type
Other Primary Route
Potential Intervention
Raised junction
Parallel crossing
Remove/redesign barrier
Other
Esri, Intermap, NASA, NGA, USGS, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

Map 46

Route 130 Overview Map with potential options for facility types and interventions

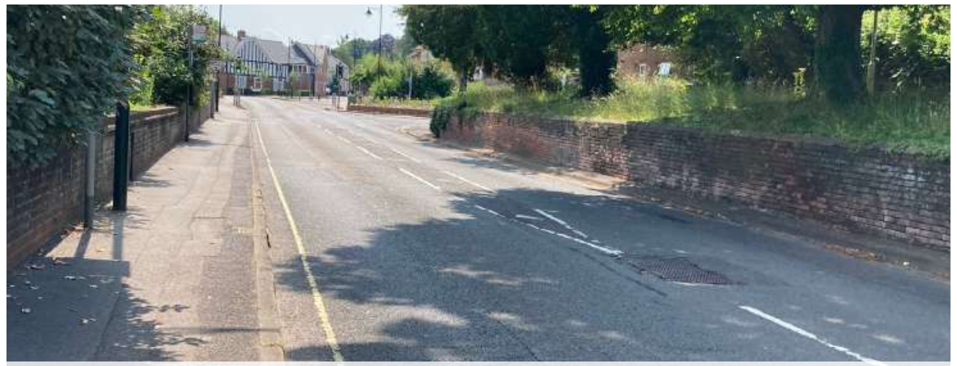


Figure 130.1 Hackwood Road (Sustrans)

Investigate feasibility of adding mandatory cycle lanes with light segregation on Hackwood Road from New Road to Cliddesden Road. Reduce speed zone to 20mph. Investigate feasibility of making Hackwood Road one-way only and installing segregated cycle tracks. Consider two-way bus access as part of design. To be considered as part of wider Town Centre Master planning.

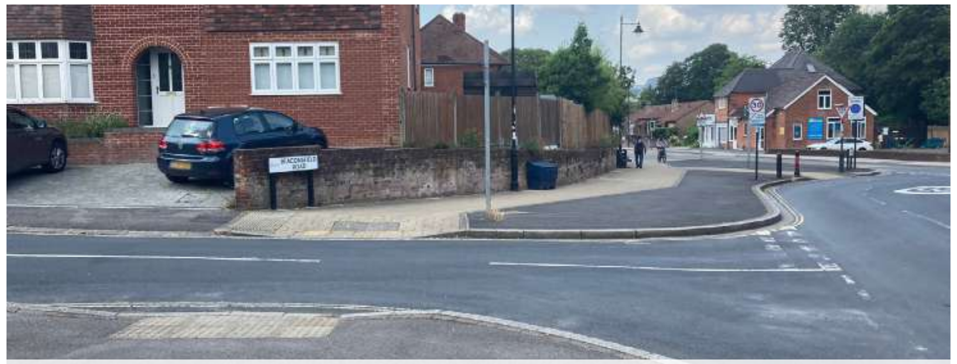


Figure 130.2 Cliddesden Road (Sustrans)

Install a raised table on Cliddesden Road from the junction with Hackwood Road south to the junction with Beaconsfield Road, creating a street where cyclists and pedestrians have priority. This will improve the transition from cycle track to carriageway for cycles.

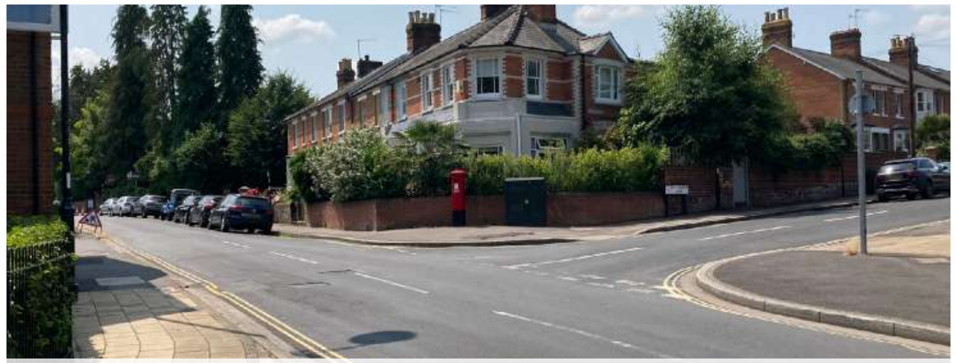


Figure 130.3 Cliddesden Road (Sustrans)

Speed zone is already 20mph on this section. For additional traffic calming, add speed humps and cycle symbols on the carriageway from Hackwood Road to Ringway underpass if vehicle speeds exceed 20mph.

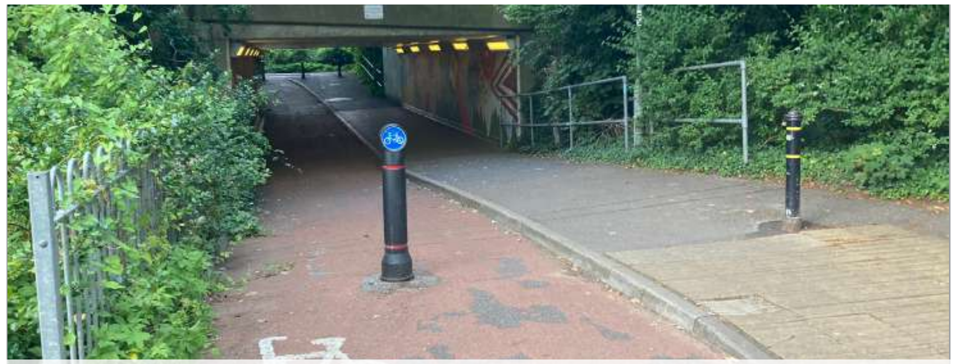


Figure 130.4 Ringway underpass (Sustrans)

Remove or redesign barriers to ensure the route is accessible to all with a minimum 1.5m gap. Improve transition from cycle track to carriageway on both sides of the subway. Consider redesigning/ widening the mouth of subway on the southern access and optimising cycle flow to be more direct at the hammerhead junction.

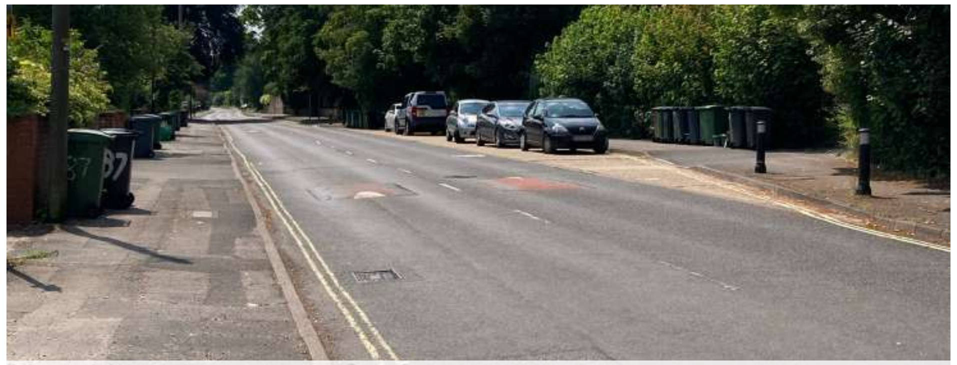


Figure 130.5 Cliddesden Road (Sustrans)

Reduce speed zone to 20mph, add additional cycle symbols to carriageway from Russell Road to Golden Lion Roundabout. Consider removal of centreline, investigate additional traffic calming improvements and increase enforcement.

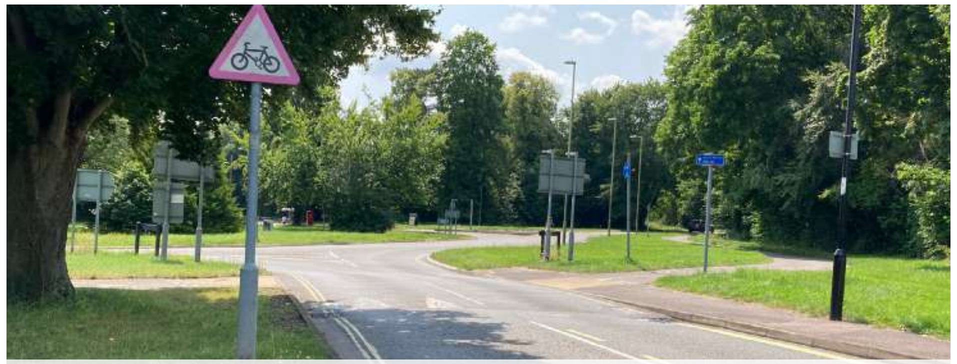
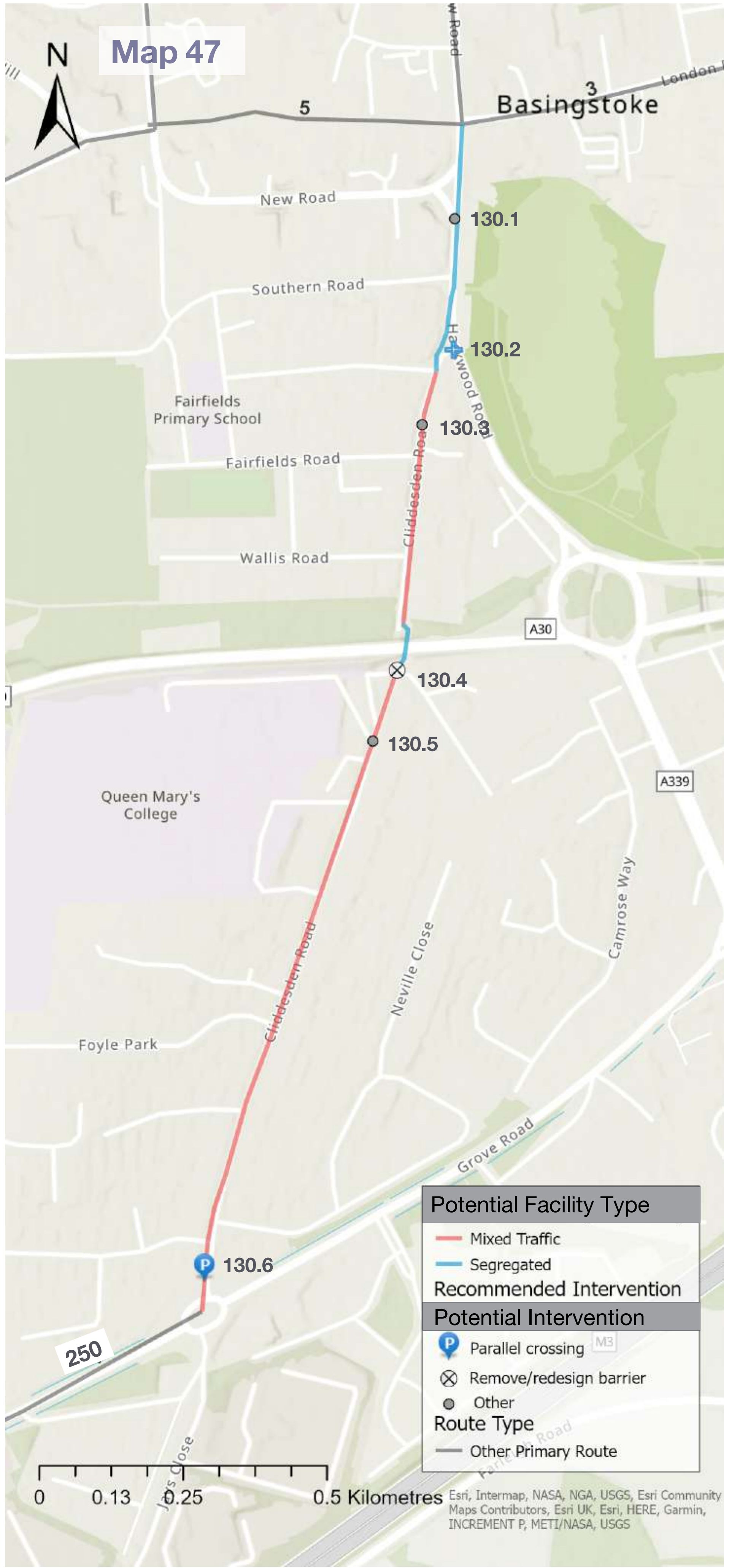


Figure 130.6 Cliddesden Road (Sustrans)

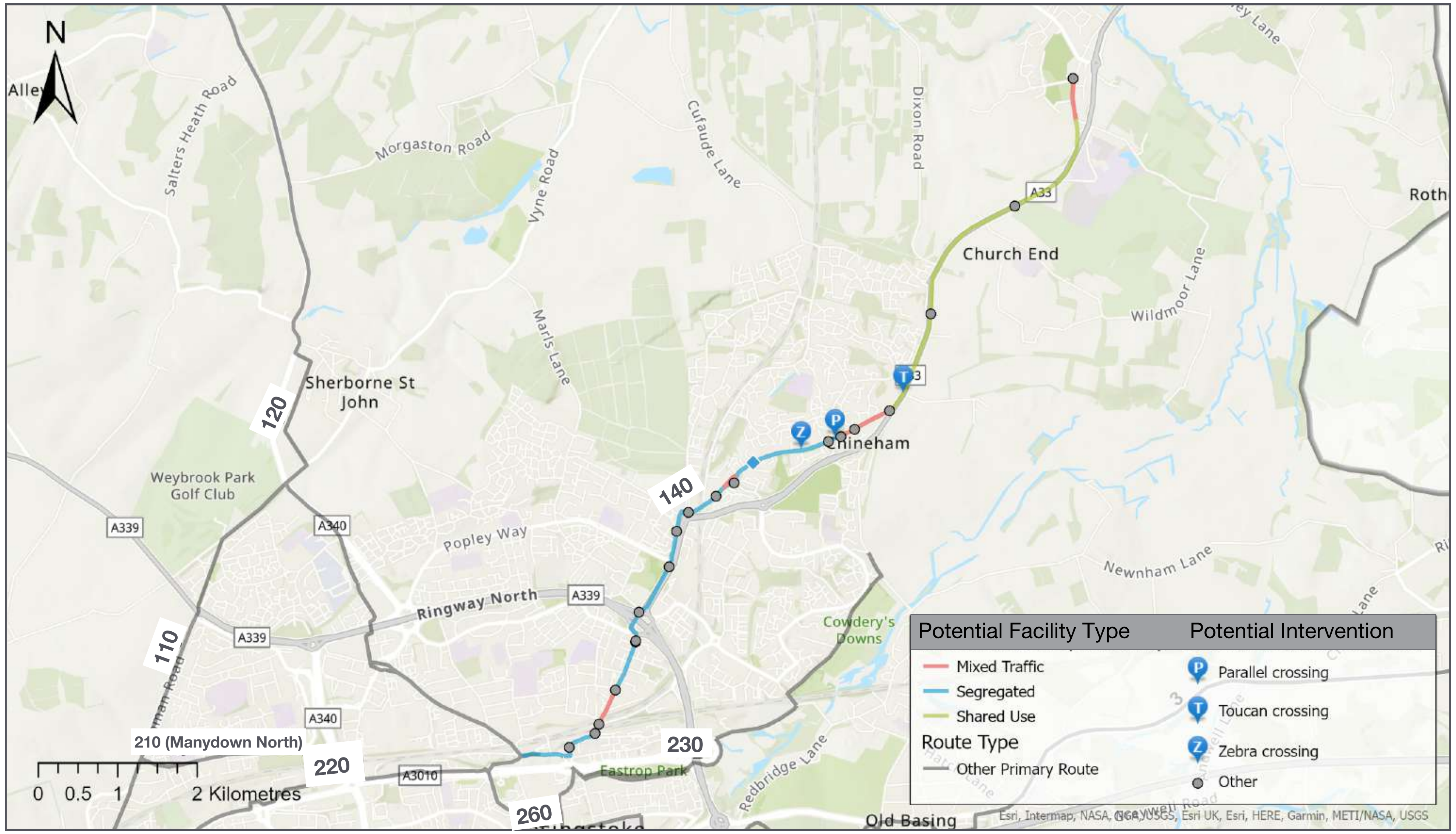
Upgrade existing uncontrolled crossing at southern end of Cliddesden Road to a parallel crossing. Investigate provision of controlled crossings over Grove Road and The Harrow Way.


Map 47
N
Basingstoke
London
5
3
New Road
Southern Road
Fairfields Primary School
Fairfields Road
Wallis Road
Hackwood Road
Cliddesden Road
A30
A339
Queen Mary's College
Neville Close
Camrose Way
Foyle Park
Grove Road
250
130.1
130.2
130.3
130.4
130.5
130.6
Potential Facility Type
Mixed Traffic
Segregated
Recommended Intervention
Potential Intervention
Parallel crossing
Remove/redesign barrier
Other
Route Type
Other Primary Route
0
0.13
0.25
0.5 Kilometres
Esri, Intermap, NASA, NGA, USGS, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

Route 140: Sherfield on Loddon to Basingstoke potential options

Route overview and existing conditions

Route 140 extends from Sherfield on Loddon to Basingstoke railway station. The northern section of the corridor has some shared use facilities along the A33 but as the A33 approaches Chineham there is no cycle provision along this high speed, high flow road. The route continues southwest along Reading Road linking to National Cycle Route 23 at Thornhill Way. Continuing south along Reading Road the route rejoins the A33 at the Crockford Road roundabout, which has a combination of subways and at-grade cyclist and pedestrian crossings. This junction is currently a major barrier to active travel. There is an existing shared use path along the western side of the A33, the shared use path crosses the A339/ A33 Ringway roundabout at-grade; and is a collision hotspot for pedestrians and cyclists. From the Oakridge Rd/A33/A339/Norn Hill Roundabout, the route follows Norn Hill, a residential street with a parade of shops at the southern end. As the route approaches the town centre, the carriageway narrows and on-carriageway parking and public transport service constrain the effective width. After crossing the railway via a footbridge, the route connects to an existing shared use path along Basing View and connecting to Alençon Link. There are no at-grade connections to the south via the Eastrop Roundabout and there is a lack of cycling provision on the Alençon Link to Basingstoke railway station.


N
Alley
Salters Heath Road
Morgaston Road
Vyne Road
Cufaude Lane
Dixon Road
A33
Roth
Church End
Wildmoor Lane
Marls Lane
Sherborne St John
120
Chineham
140
Weybrook Park Golf Club
A339
A340
Popley Way
Ringway North
A339
Newnham Lane
Cowdery's Downs
110
A339
A340
210 (Manydown North)
220
A3010
230
Eastrop Park
Redbridge Lane
260
Old Basing
0 0.5 1 2 Kilometres
Potential Facility Type
Mixed Traffic
Segregated
Shared Use
Route Type
Other Primary Route
Potential Intervention
P Parallel crossing
T Toucan crossing
Z Zebra crossing
Other
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, METI/NASA, USGS

Map 47

Route 140 Overview Map with potential options for facility types and interventions

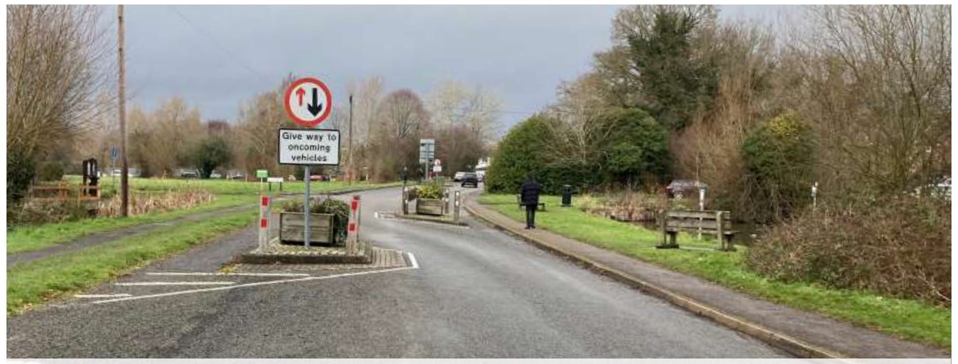


Figure 140.1 Reading Road Sherfield on Loddon (Sustrans)

Reduce speed zone to 20mph and add cycle symbols to carriageway on Reading Road between Goddards Lane Ham's Corner/Wildmoor Lane. Traffic calming already in place along Reading Road but this should be reviewed to ensure it is effective.

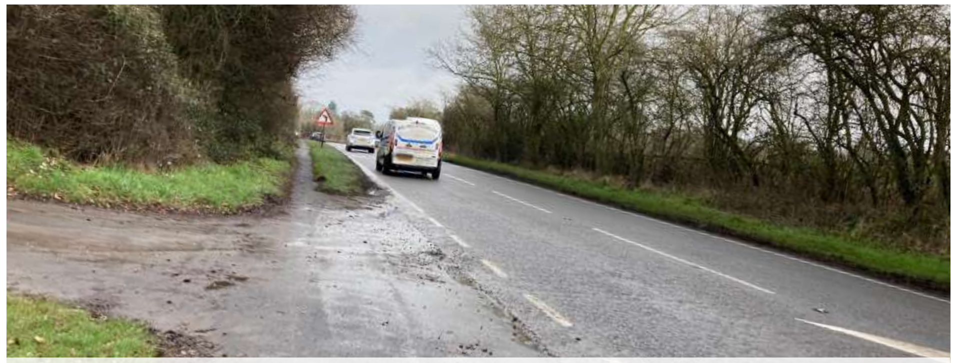


Figure 140.2 Link between A33 and Reading Road (Sustrans)

Widen existing shared use path as needed between Taylor's Farm Roundabout and Ham's Corner on Reading Road. Some sections of this stretch near Sherfield School have recently been improved.

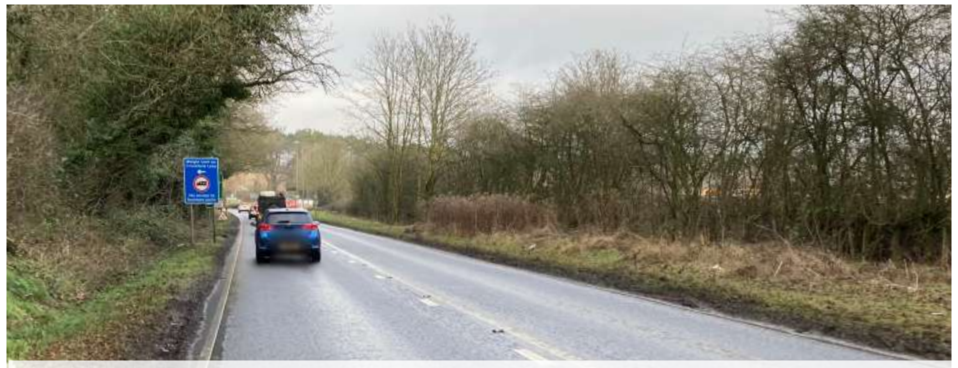


Figure 140.3 Reading Road (Sustrans)

Install a segregated cycle facility on the A33 from Taylor's Farm Roundabout south to Reading Road. Require cycle facilities to be incorporated in site plans for new developments on the eastern side of A33. There is also the option to utilise the verge on the western side of the A33.

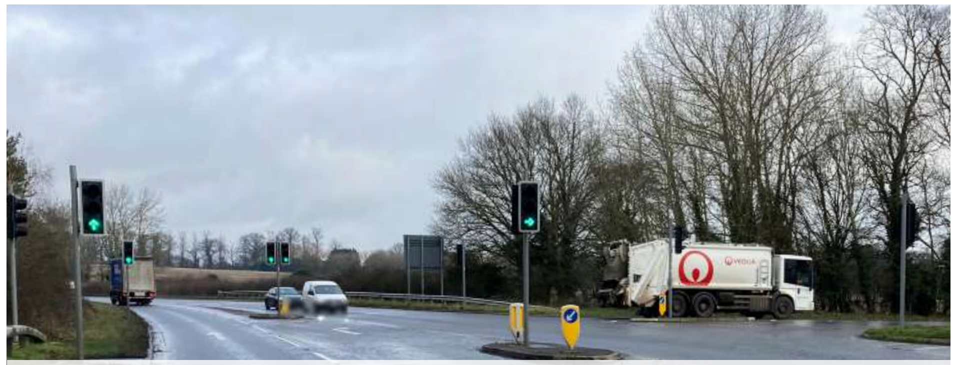


Figure 140.4 Reading Road (Sustrans)

Install toucan crossings for cyclists and pedestrians at Whitmarsh Lane. Install lighting. Junction improvements may be coordinated with new development.

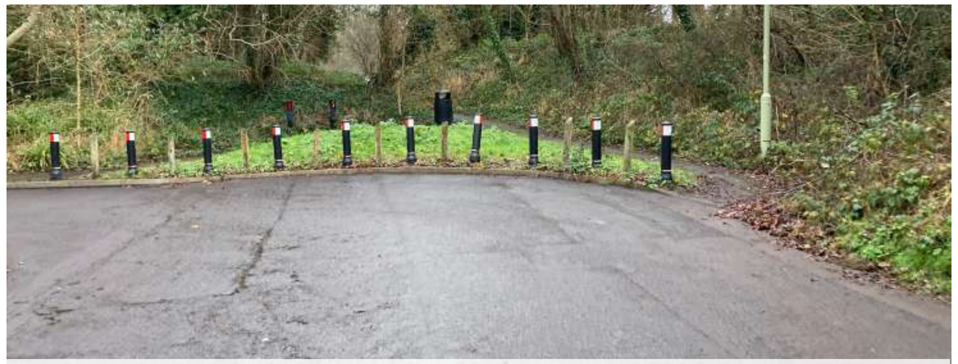


Figure 140.5 Link between A33 and Reading Road (Sustrans)

Widen off-highway path linking the A33 to the northern terminus of Reading Road to 5m, with 3m segregated for cyclists and 2m for pedestrians Install crossing point on A33 to provide a connection with the new development site and any facilities on the eastern side of the road.

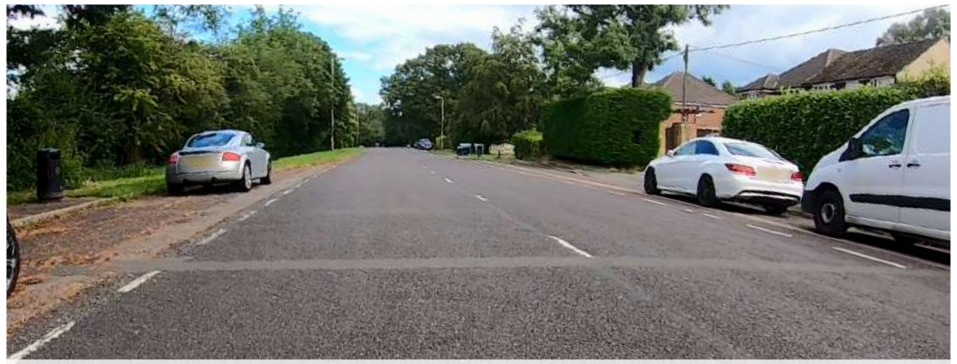
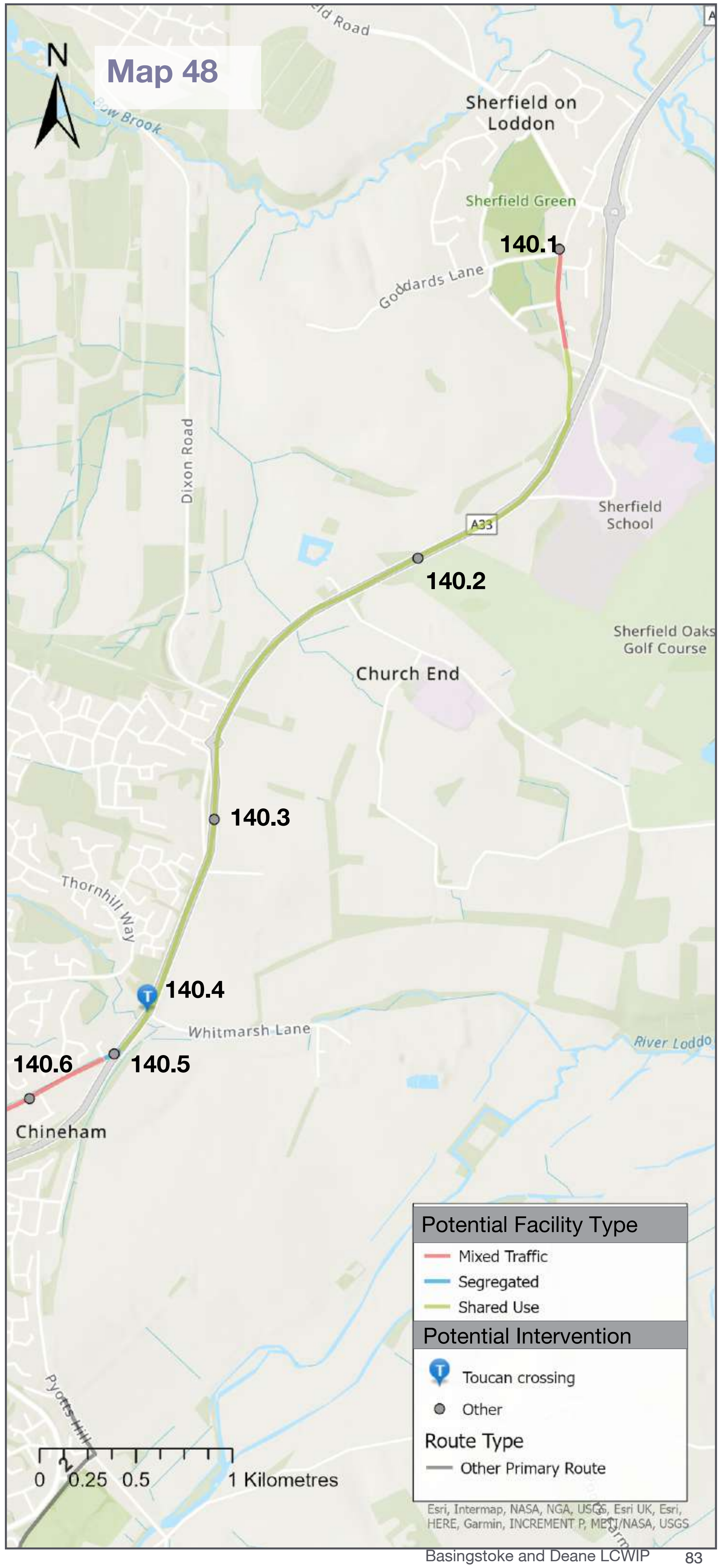
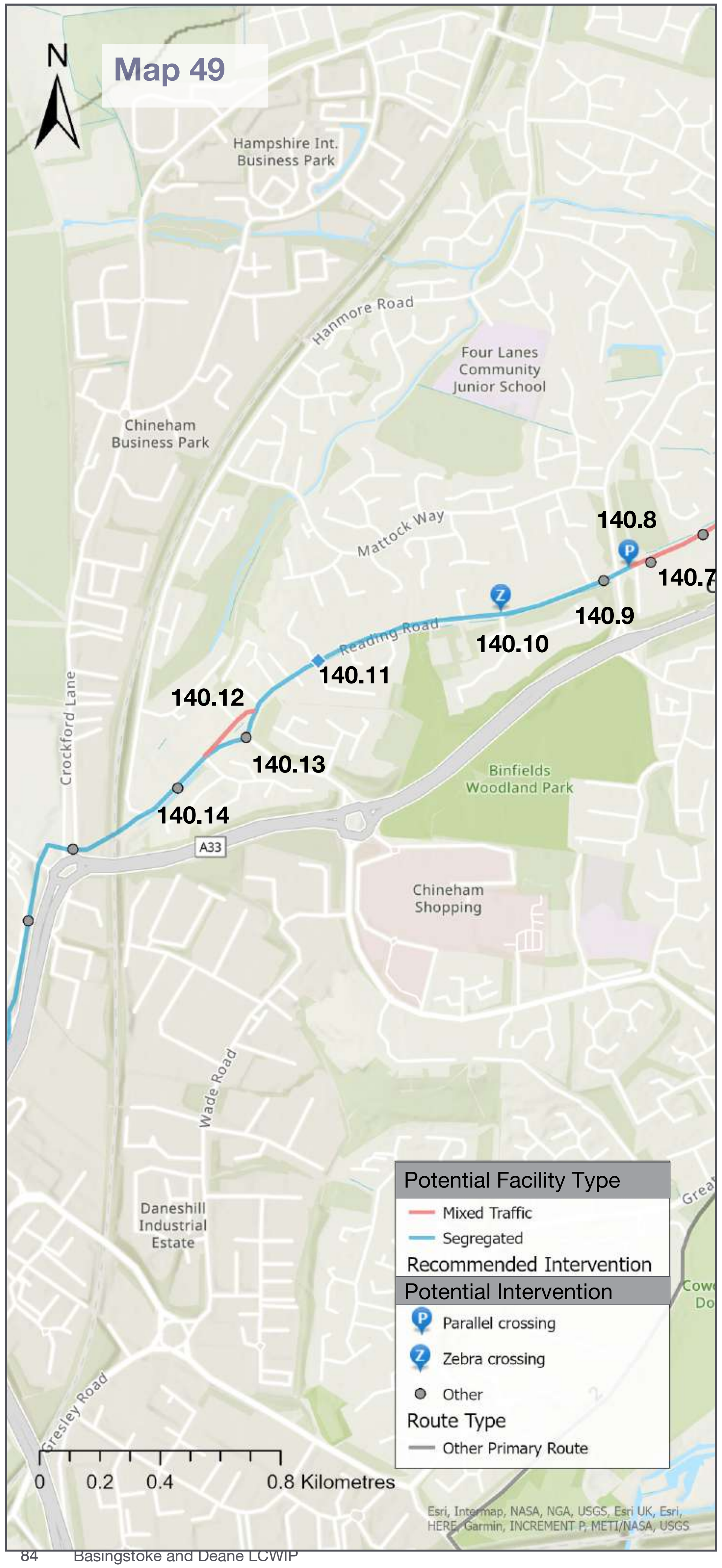


Figure 140.6 Reading Road (Sustrans)

Reduce speed zone to 20mph and install cycle symbols on carriageway on Reading Road to the east of Thornhill Way. Install traffic calming if vehicle speeds remain high. Consider removal of centre line and potentially provide advisory cycle lanes on each side of the road. If traffic flows are high, investigate options to reduce through traffic.



Map 48
N
Sherfield on Loddon
Sherfield Green
140.1
Goddards Lane
A33
Sherfield School
140.2
Sherfield Oaks Golf Course
Church End
Dixon Road
140.3
Thornhill Way
140.4
Whitmarsh Lane
River Loddo
140.6
140.5
Chineham
Potential Facility Type
Mixed Traffic
Segregated
Shared Use
Potential Intervention
Toucan crossing
Other
Route Type
Other Primary Route
0 0.25 0.5 1 Kilometres
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS


N
Map 49
Hampshire Int. Business Park
Hanmore Road
Four Lanes Community Junior School
Chineham Business Park
Mattock Way
140.8
140.7
140.9
140.10
Reading Road
140.11
140.12
140.13
140.14
Crockford Lane
A33
Binfields Woodland Park
Chineham Shopping
Wade Road
Daneshill Industrial Estate
Gresley Road
Potential Facility Type
Mixed Traffic
Segregated
Recommended Intervention
Potential Intervention
Parallel crossing
Zebra crossing
Other
Route Type
Other Primary Route
0 0.2 0.4 0.8 Kilometres
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

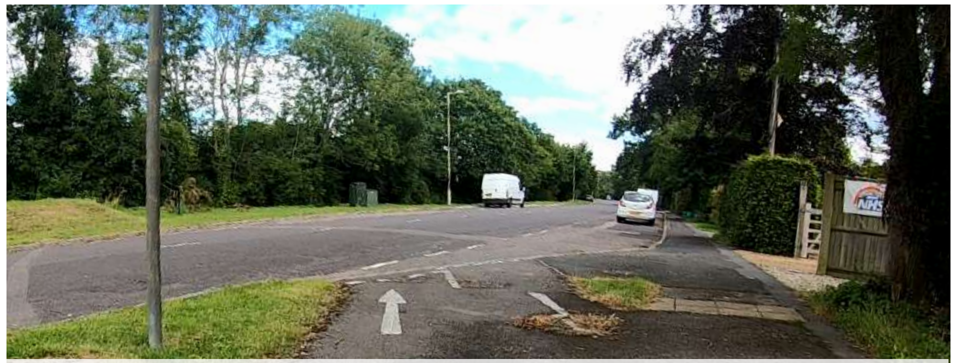


Figure 140.7 Reading Road (Sustrans)

Convert shared use path on southern side of Reading Road to footway. Remove shared use path markings from footway.

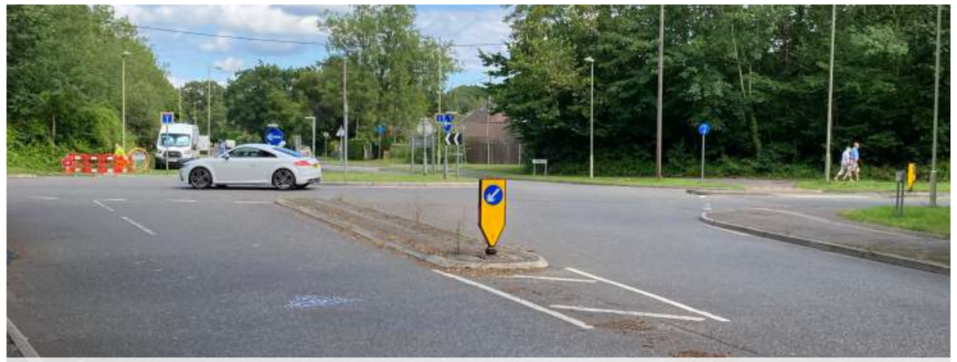


Figure 140.8 Thornhill Way and Reading Road (Sustrans)

Upgrade Thornhill Way and Reading Road roundabout to Dutch style roundabout with cycle priority markings. Upgrade the existing uncontrolled crossing on the eastern side to a parallel crossing. This provides a crossing point for National Cycle Network Route 23.

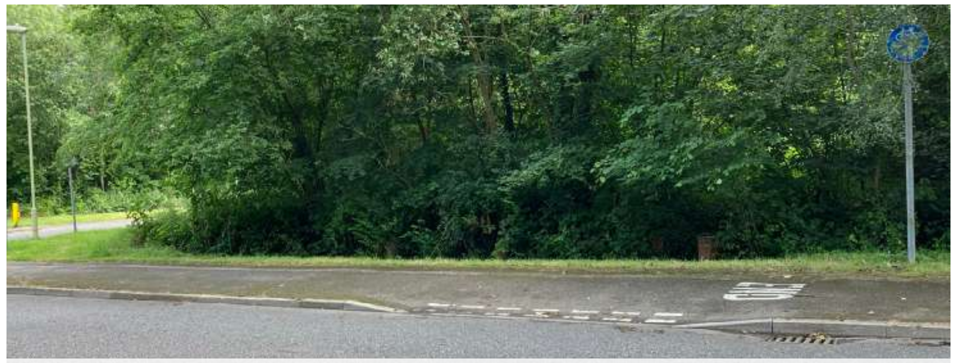


Figure 140.9 Reading Road (Sustrans)

Remove 'End' pavement markings and convert shared use path to footway. Install one-way mandatory cycle lanes with light segregation on Reading Road from Thornhill Way Roundabout to Hanmore Road. May require using verges on Reading Road.

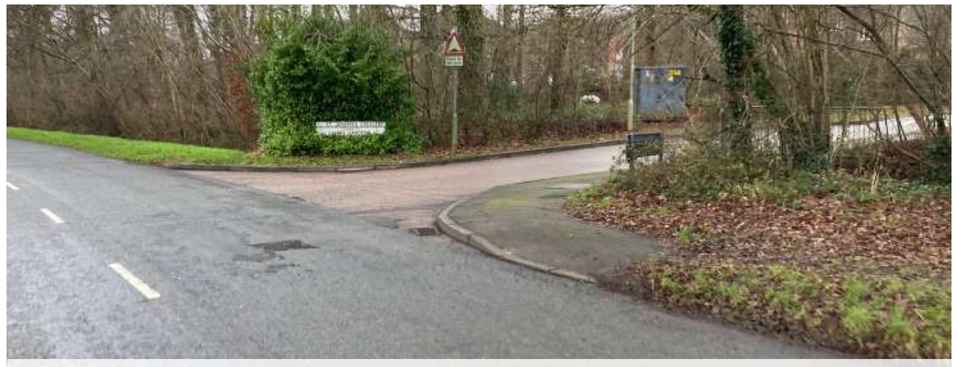


Figure 140.10 St Joseph's Crescent (Sustrans)

Add continuous footways on all side roads of Reading Road from Merrydown Lane to Longacre Rise. Install a pedestrian crossing point on Reading Road within the vicinity of St Joseph's Crescent, may require extension of the footway westwards.

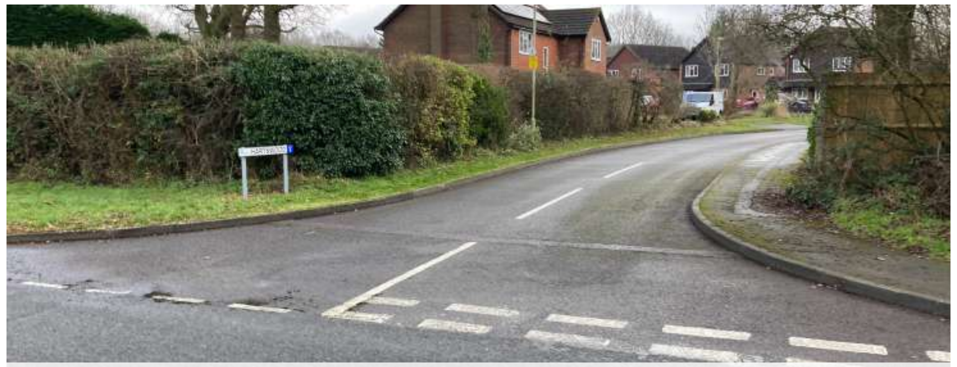


Figure 140.11 Reading Road/Hartswood (Sustrans)

Add continuous footways on all side roads of Reading Road from Merrydown Lane to Longacre Rise.

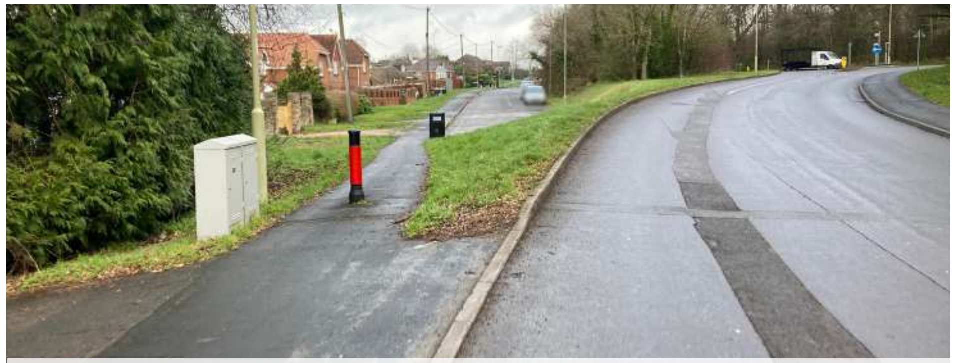


Figure 140.12 Reading Road (Sustrans)

Add toucan or parallel crossing for cyclists on southern segregated cycle track to cross Reading Road and use spur on the western side to avoid roundabout. This segment is an alternative to the roundabout option in Figure 140.13.

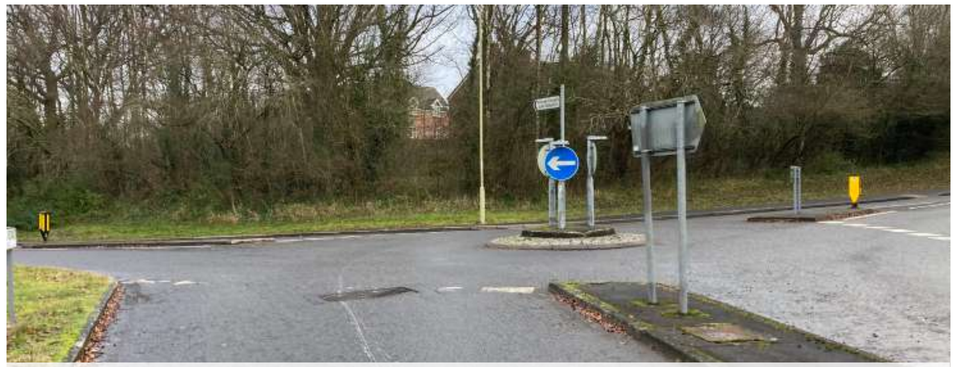


Figure 140.13 Reading Road (Sustrans)

Upgrade Reading Road to Dutch style mini-roundabout with pedestrian and cycle priority.

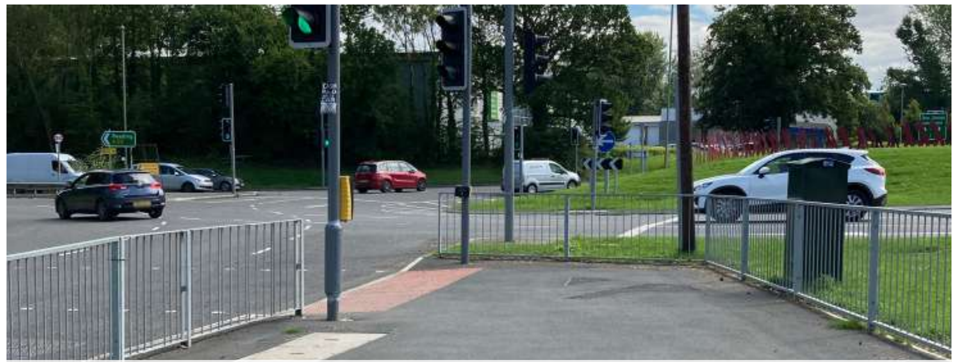


Figure 140.15 Reading Road (Sustrans)

Add physical segregation such as a raised trapezoidal strip to designate a minimum 3m wide two-way cycle track and 2m footway on the shared use path from A33 roundabout to Oakridge Road roundabout. In areas where the existing shared use path width is less than 5m, widen path include a minimum 2m footway and 3m cycle track. Ensure tactile cones provided on push buttons at all junctions along the A33 from the A33 roundabout to the A339/A33 roundabout. Consider providing segregated crossings with straight-over crossings for cycles.

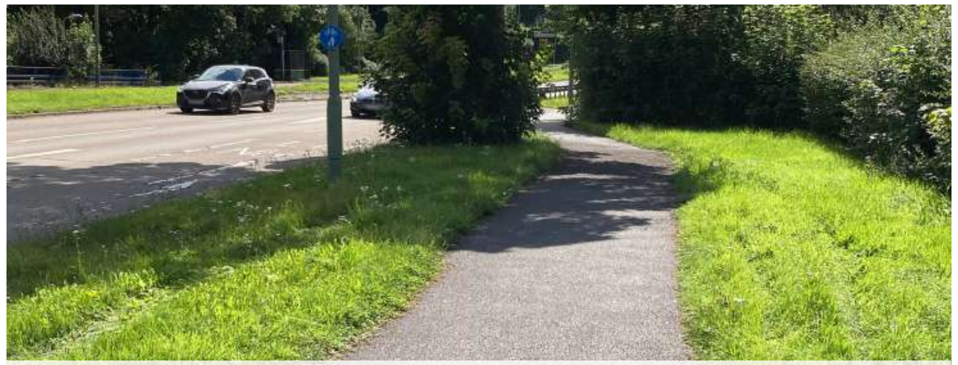


Figure 140.17 Shared Use path on A33 (Sustrans)

Widen path to at least 5m and provide segregation between pedestrians and cyclists.

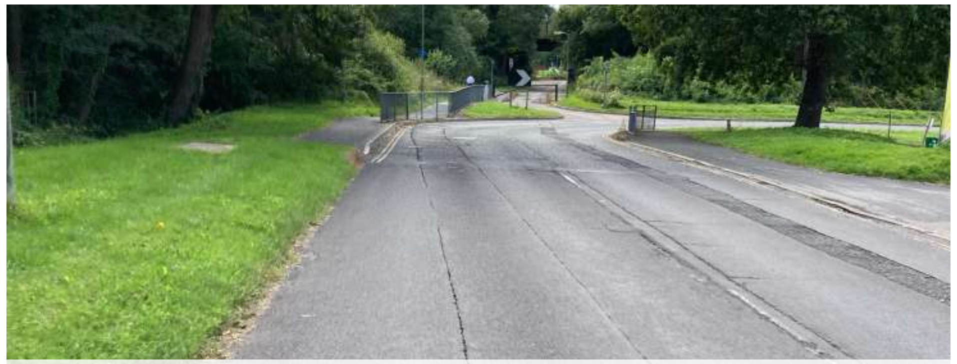


Figure 140.14 Reading Road (Sustrans)

Install two-way segregated cycle track on southern side of Reading Road between the roundabout and existing cycle track connecting to the Crockford Lane. Resurface western end of Reading Road between Hanmore Road and Crockford Lane.

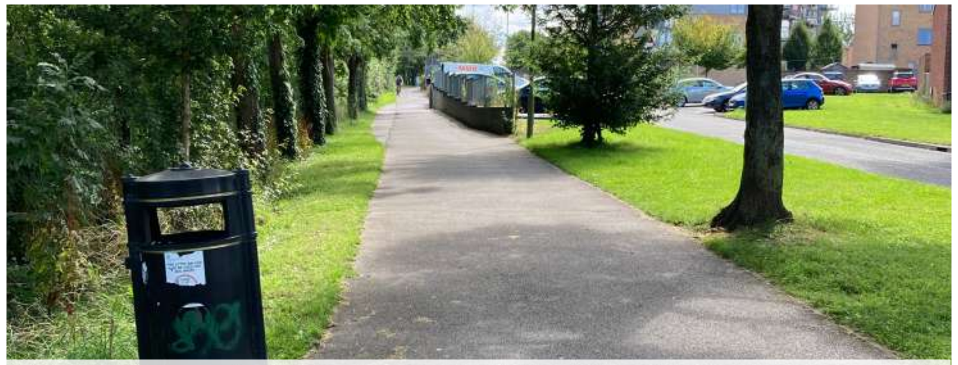


Figure 140.16 Shared Use Path near Shetland Road (Sustrans)

Widen shared use path to 5m minimum, and add segregated cycle track markings for 3m wide section with minimum 2m footway.

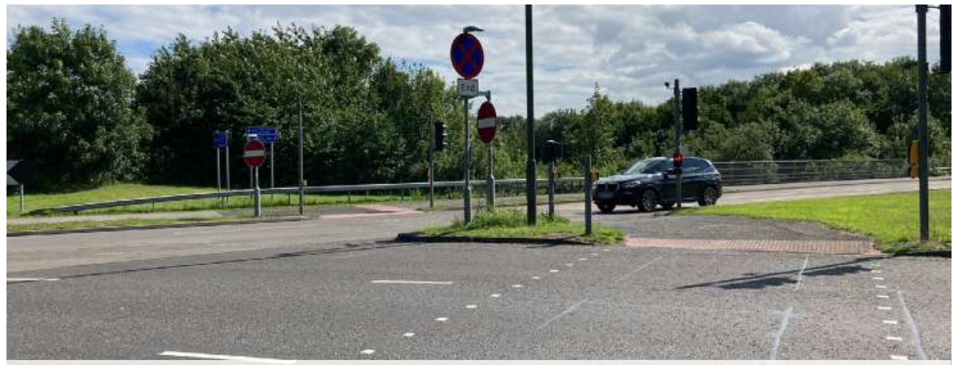
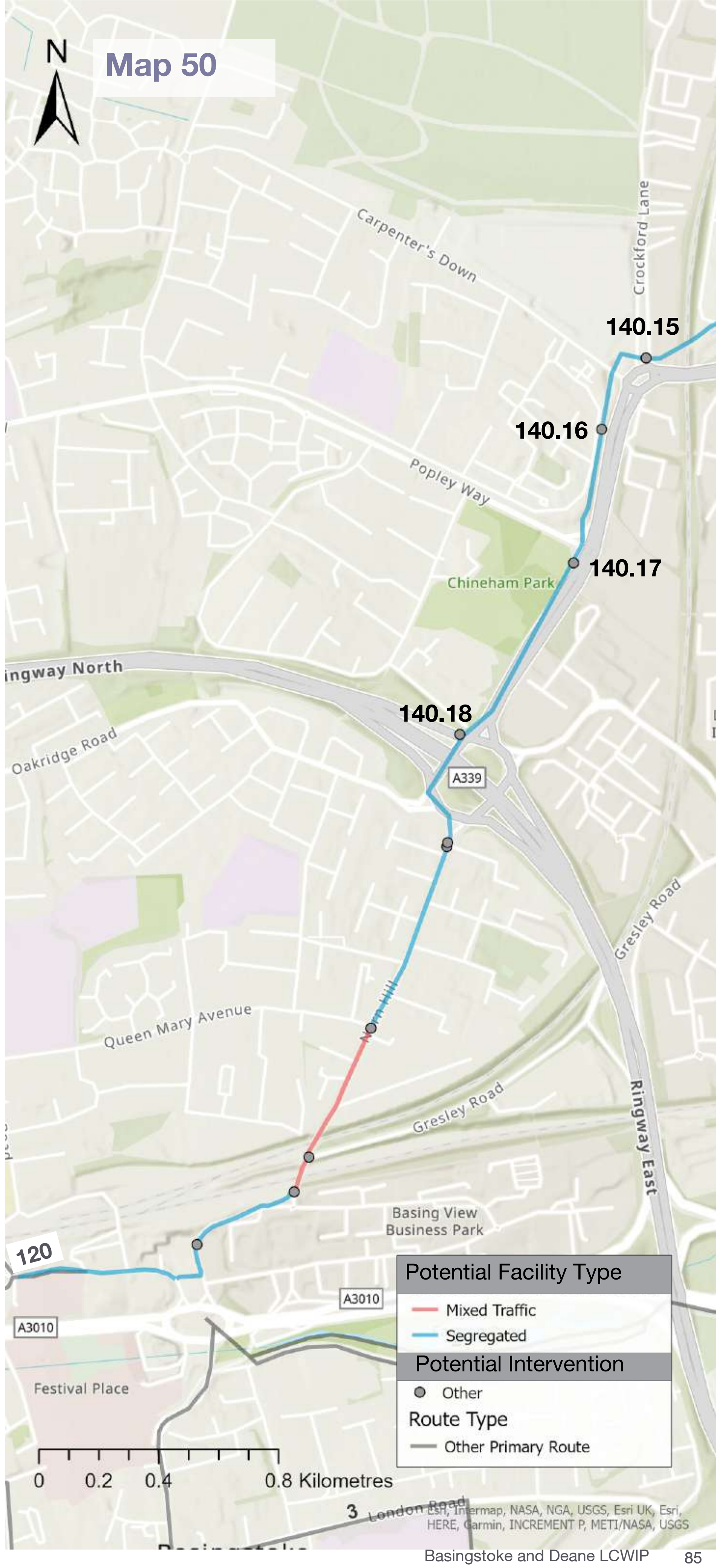
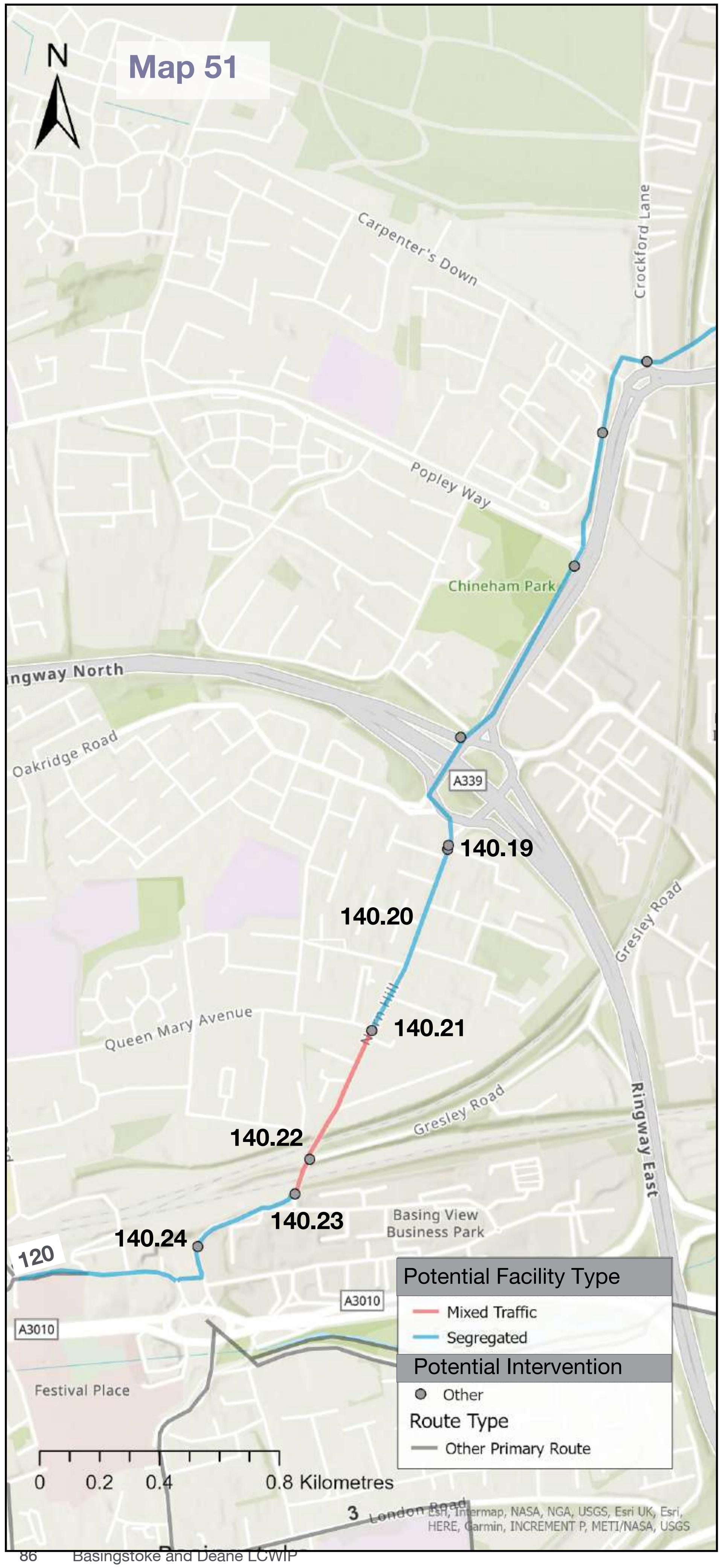


Figure 140.18 A339/A30 ringway roundabout (Sustrans)

Ensure tactile cones provided on push buttons at all arms of A339/A30 ringway roundabout. Change signalisation to allow crossing for cyclists and pedestrians in one phase.


N
Map 50
Carpenter's Down
Crockford Lane
140.15
140.16
Popley Way
140.17
Chineham Park
Ringway North
140.18
Oakridge Road
A339
Gresley Road
Queen Mary Avenue
Gresley Road
Ringway East
Basing View Business Park
120
A3010
A3010
Festival Place
Potential Facility Type
Mixed Traffic
Segregated
Potential Intervention
● Other
Route Type
Other Primary Route
0 0.2 0.4 0.8 Kilometres
London Road
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS


N
Map 51
Carpenter's Down
Crockford Lane
Popley Way
Chineham Park
Ringway North
Oakridge Road
A339
140.19
140.20
Gresley Road
Queen Mary Avenue
Norn Hill
140.21
140.22
Gresley Road
Ringway East
140.23
140.24
Basing View Business Park
120
A3010
A3010
Festival Place
Potential Facility Type
Mixed Traffic
Segregated
Potential Intervention
Other
Route Type
Other Primary Route
0
0.2
0.4
0.8 Kilometres
3
London Road
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

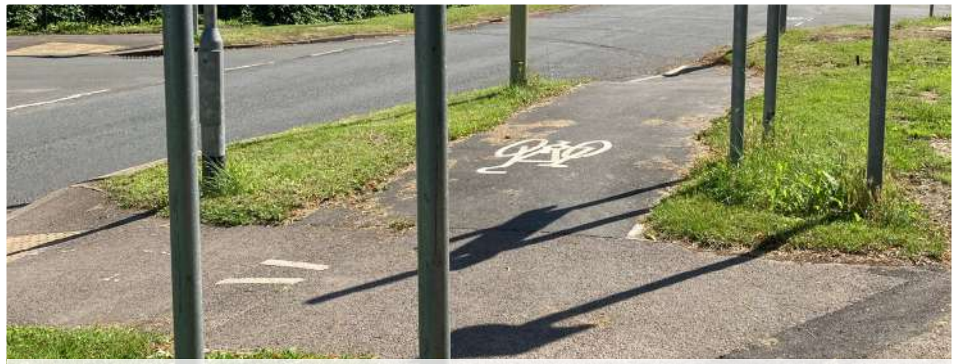


Figure 140.19 Norn Hill (Sustrans)

Transition from two way segregated cycle track to one way cycle tracks on Norn Hill.

Ensure coordination with Town Centre Master Plan.

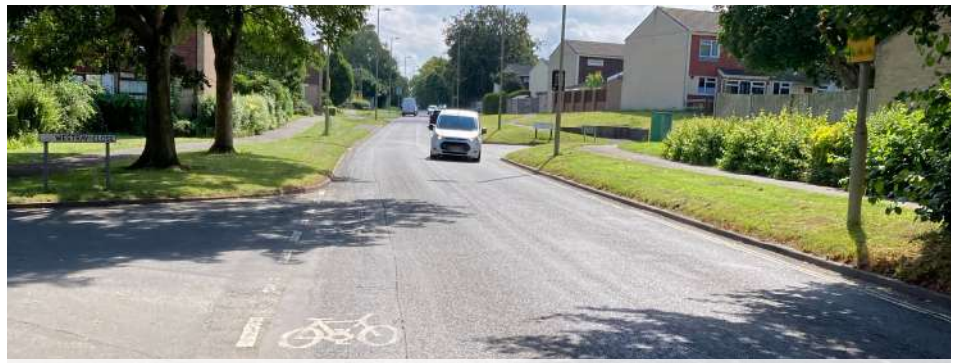


Figure 140.20 Norn Hill (Sustrans)

Install one way cycle tracks in the verges of Norn Hill from Freemantle Close to Queen Mary Avenue. Install traffic calming measures along the length of Norn Hill.

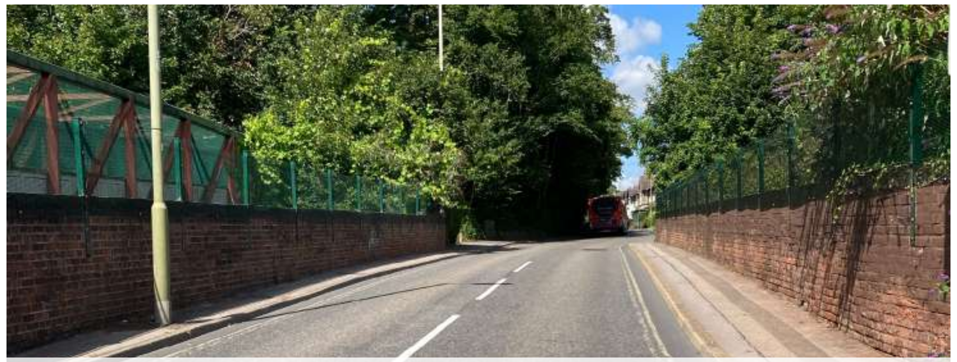


Figure 140.21 Norn Hill (Sustrans)

Reduce speed zone to 20mph and install traffic calming measures such as speed humps and cycle symbols on the carriageway on Norn Hill from Queen Mary Avenue to Basing View. Widen and improve surface of footways where possible.

Investigate the feasibility of installing a bus gate or modal filter to reduce traffic flow. Coordinate with Town Centre Master Plan.

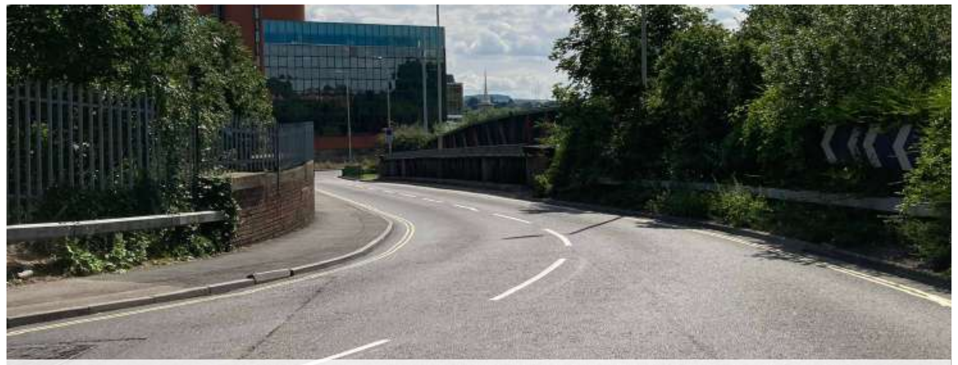


Figure 140.22 Gresley Road and Norn Hill (Sustrans)

Consider traffic calming interventions such as speed humps and a 20mph speed zone on Gresley Road to slow traffic on approach to junction with Norn Hill.

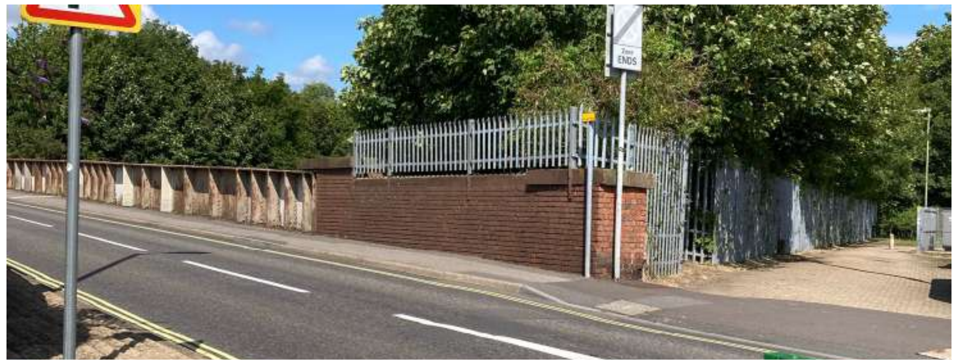


Figure 140.23 Norn Hill crossing (Sustrans)

Consider upgrading existing uncontrolled crossing to zebra or parallel crossing on southern end of Norn Hill railway bridge. Remove or redesign barriers at either end of pedestrian/cycle bridge. Investigate allowing cycles to use footbridge, subject to pedestrian flows and widths available. A wider footbridge may be required.

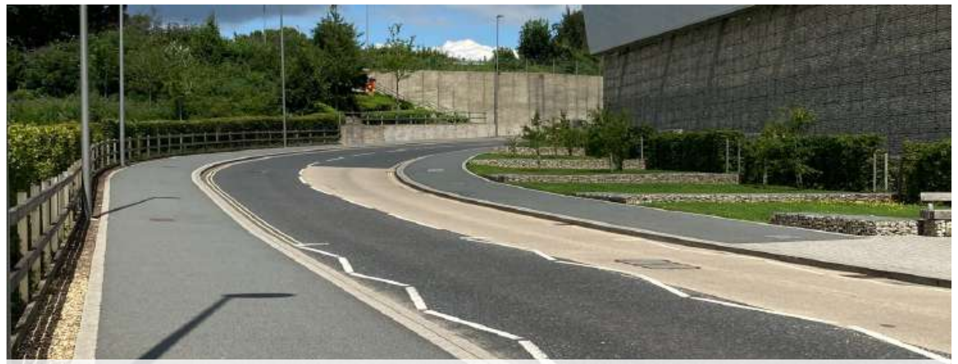


Figure 140.24 Basing View looking north (Sustrans)

Install stepped cycle tracks on Basing View. Install traffic calming if vehicle speeds exceed 30mph.

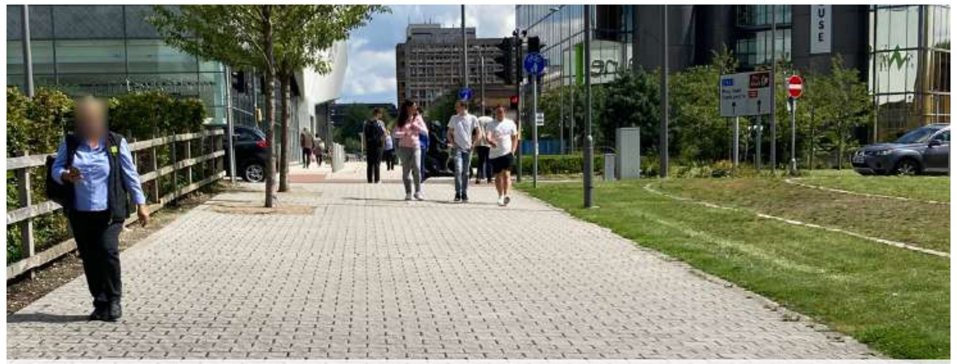


Figure 140.25 Basing View path (Sustrans)

Investigate creating two-way cycle track on existing shared use path. Would need 3m for cycle track and minimum 2m footway. May require widening path as this location has high pedestrian flows.

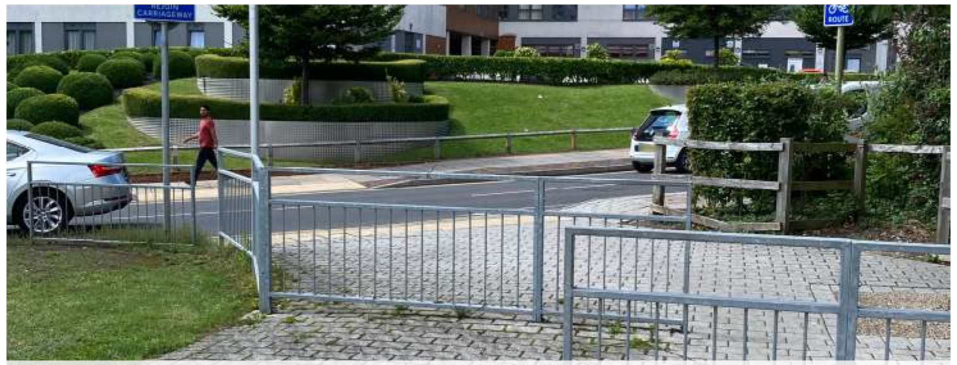


Figure 140.26 Basing View barriers (Sustrans)

Remove or modify barriers to support two-way cycle track and remove end cycle route signage.

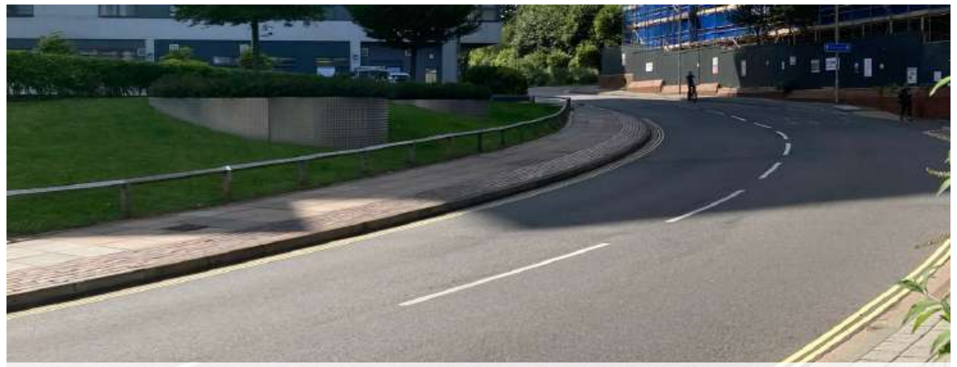


Figure 140.27 Alençon Link (Sustrans)

Investigate possibility of installing north side two-way segregated cycle track to connect to Basingstoke Railway Station. This may require utilising a travel lane and creating a one way vehicle traffic flow around station. Potential options for this section should be coordinating with the forthcoming Town Centre Master Plan.

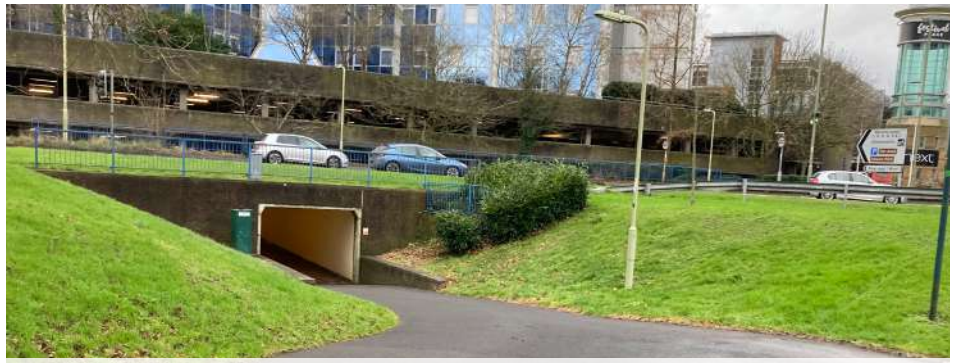
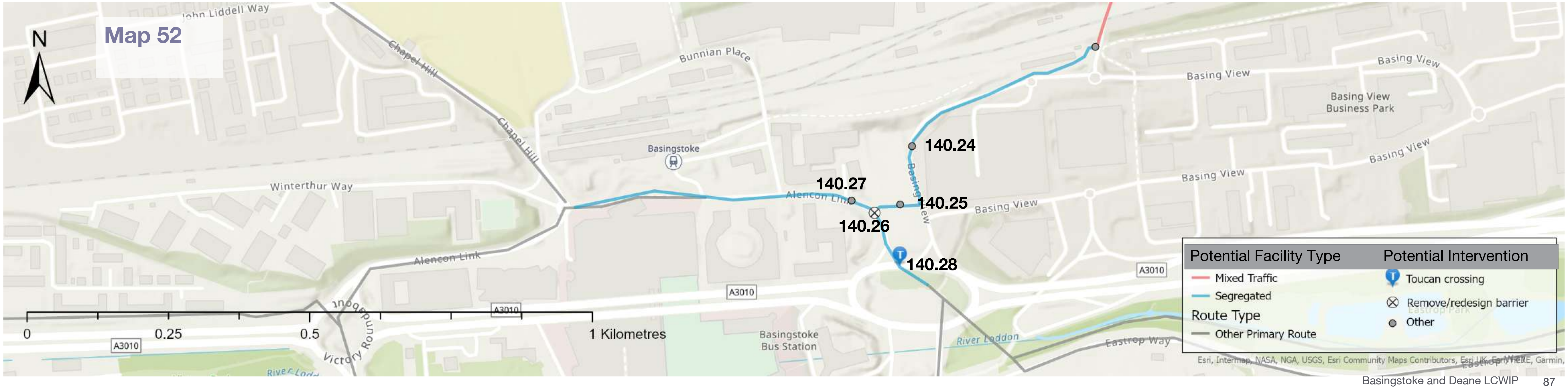


Figure 140.28 Eastrop Roundabout (Sustrans)

Investigate at-grade crossing of Eastrop Roundabout.

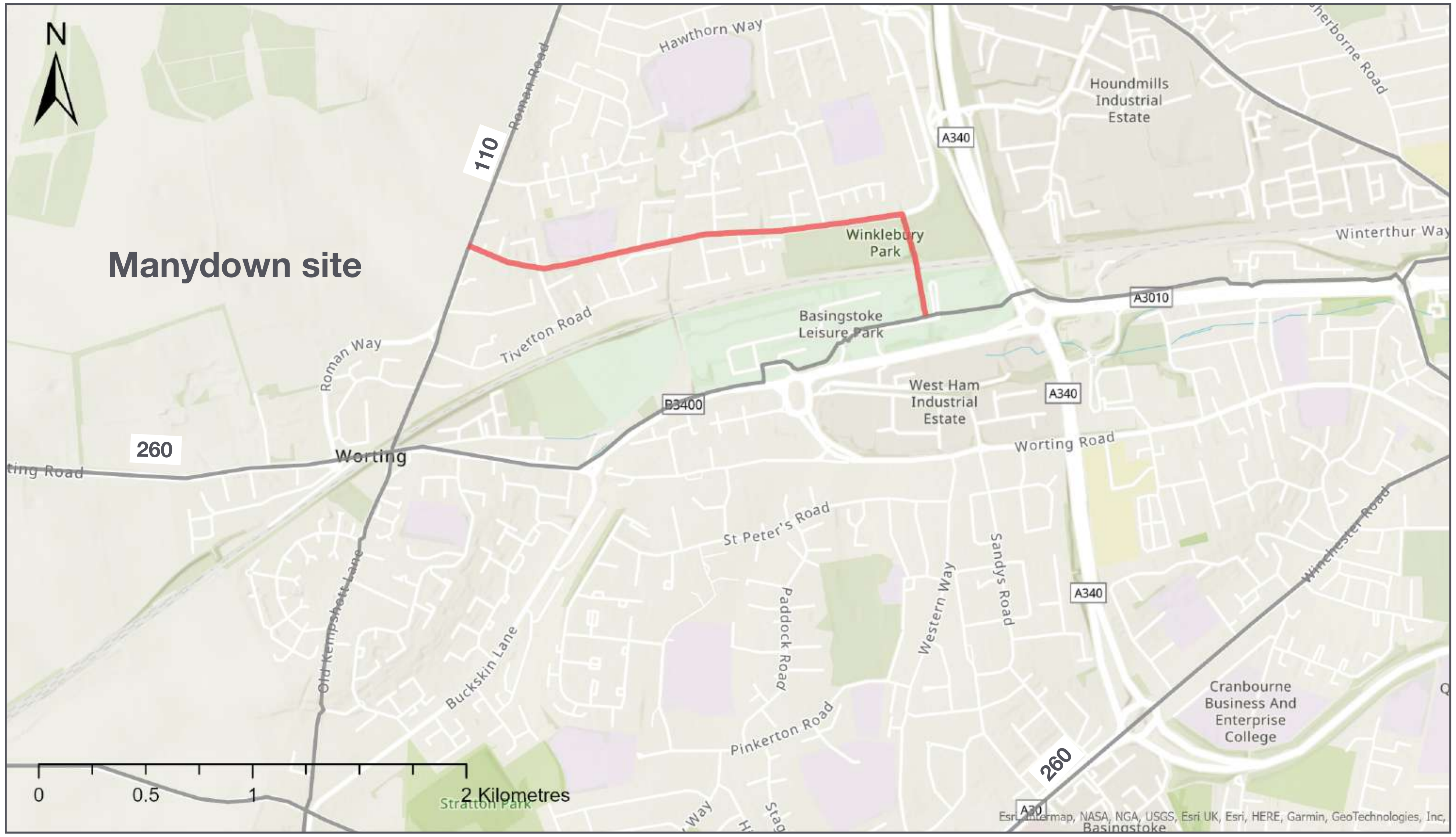

Map 52
N
John Liddell Way
Chapel Hill
Bunnian Place
Basingstoke
Winterthur Way
Alencon Link
Basing View
Basing View Business Park
140.24
140.27
140.25
140.26
140.28
A3010
Basingstoke Bus Station
River Loddon
Eastrop Way
Victory Roundabout
0
0.25
0.5
1 Kilometres
Potential Facility Type
Mixed Traffic
Segregated
Route Type
Other Primary Route
Potential Intervention
Toucan crossing
Remove/redesign barrier
Other
Eastrop Park
Esri, Intermap, NASA, NGA, USGS, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin,

Route 210: Manydown to Basingstoke Town Centre potential options

Route overview and existing conditions

Route 210 connects the Manydown development to Basingstoke Town Centre via Winklebury. This route was identified as a primary cycle route for development prior to this LCWIP as it connects a major forthcoming housing development to the town centre. It is currently in design development.

This route would connect to Route 220 within the Leisure Park. It would also connect to Route 110 at Roman Road.


N
Manydown site
110
260
Winklebury Park
Basingstoke Leisure Park
West Ham Industrial Estate
Houndmills Industrial Estate
Cranbourne Business And Enterprise College
Worting
A340
A3010
B3400
0
0.5
1
2 Kilometres

Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc,

Route 220: Basingstoke to Overton and Whitchurch potential options

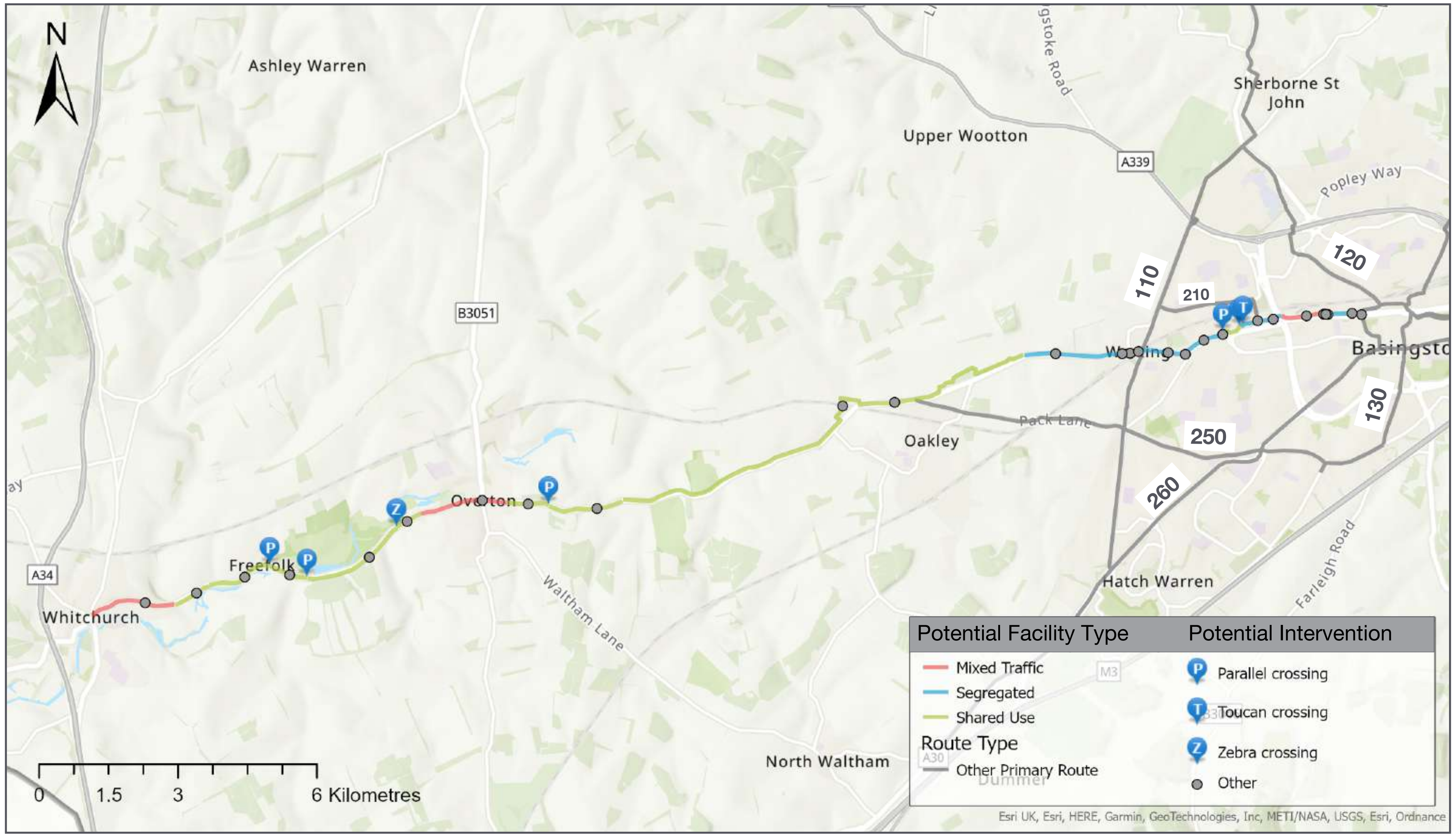
Route overview and existing conditions

Route 220 connects Basingstoke town centre, Overton and Whitchurch. The portion of the route within Basingstoke will overlap with the proposed route 210 (Manydown) that is currently in design development. Route 210 (Manydown) will continue west on Winklebury Way. Route 220 passes through the Basingstoke Leisure Centre and then along the B3400 to Overton and Whitchurch. The B3400 is a high-speed, high-flow facility that has limited pedestrian provision and no dedicated cycling provision. High quality segregated infrastructure is needed to link settlements across the borough.

This route must cross the A340 Ringway which encircles the centre of Basingstoke. The desire line would take this route across the Thornycroft Roundabout on Churchill Way West.

Delivery of a LTN 1/20 compliant cycle facility along this alignment would require extensive works to the carriageway and a remodelling of the junction, unless a grade-separated crossing is installed.

There is some uncertainty over future regeneration plans for the Leisure Park following the recent abandonment of the New River Retail scheme. However, any regeneration proposals should have high quality pedestrian and cycle link to / from town centre and this would ideally include provision of direct grade separated route at Thornycroft Roundabout, linking into route east of the junction.


N
Ashley Warren
Upper Wootton
Sherborne St John
A339
Popley Way
120
110
210
Basingsto
130
250
260
B3051
Oakley
Pack Lane
Overton
Freefolk
A34
Whitchurch
Waltham Lane
Hatch Warren
Farleigh Road
North Waltham
0
1.5
3
6 Kilometres
Potential Facility Type
Mixed Traffic
Segregated
Shared Use
Route Type
Other Primary Route
Potential Intervention
Parallel crossing
Toucan crossing
Zebra crossing
Other
Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc, METI/NASA, USGS, Esri, Ordnance

Map 53

Route 220 Overview Map with potential options four facility types and interventions

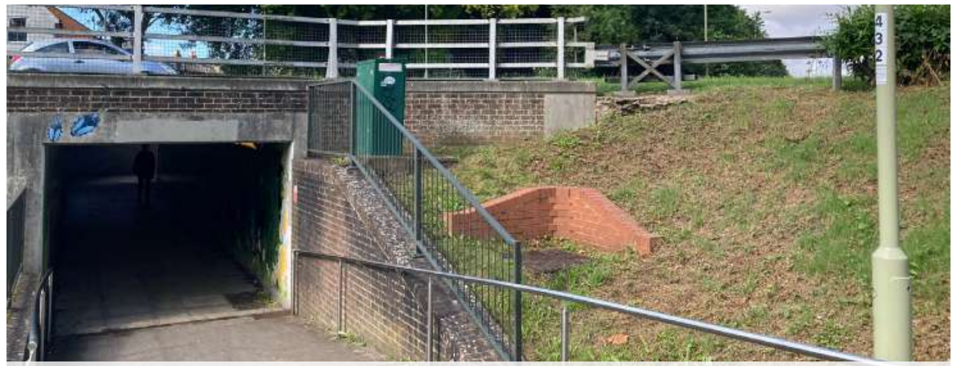


Figure 220.1 Victory Roundabout underpasses (Sustrans)

Investigate providing at-grade crossings to replace underpasses at the Victory Roundabout. In the short term, remove ‘cyclists dismount’ signs.

Significant changes to the Victory Roundabout are required as part of Town Centre Master Plan proposals

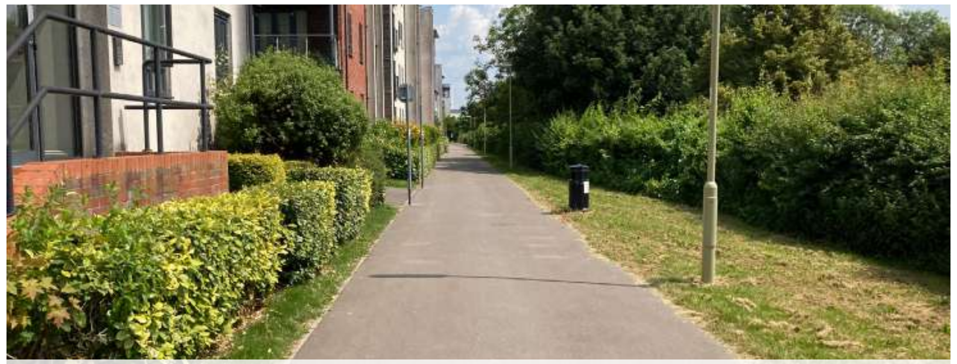


Figure 220.2 Sinclair Drive (Sustrans)

Investigate widening of path and introduction of segregation for cycles on Sinclair Drive.

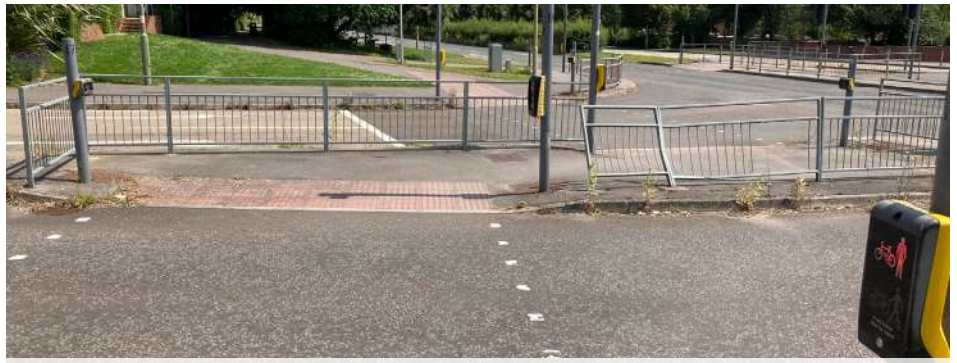


Figure 220.3 Churchill Way West/Sinclair Drive (Sustrans)

Remodel crossing of Sinclair Drive to include a straight over cycle crossing on the desire line. This could be delivered alongside proposals to provide bus priority along Churchill Way West as part of the MRT.

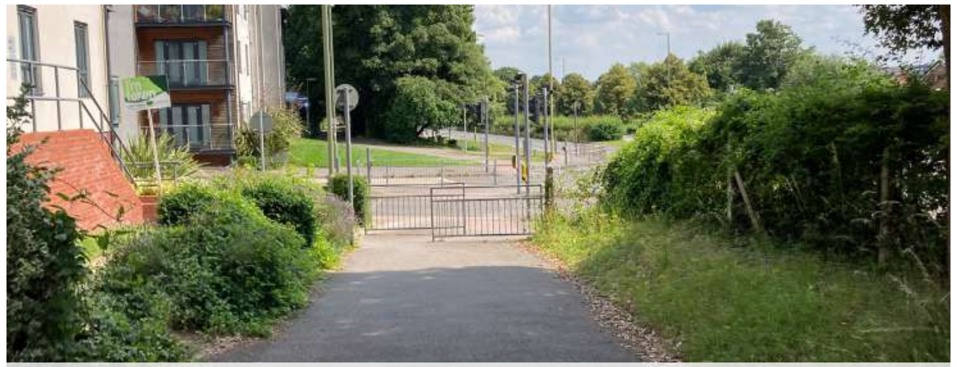


Figure 220.4 Churchill Way West (Sustrans)

Widen path where possible and consider segregation where width allows. Rearrange barriers at eastern end to ensure the route is accessible to all with a minimum 1.5m gap.

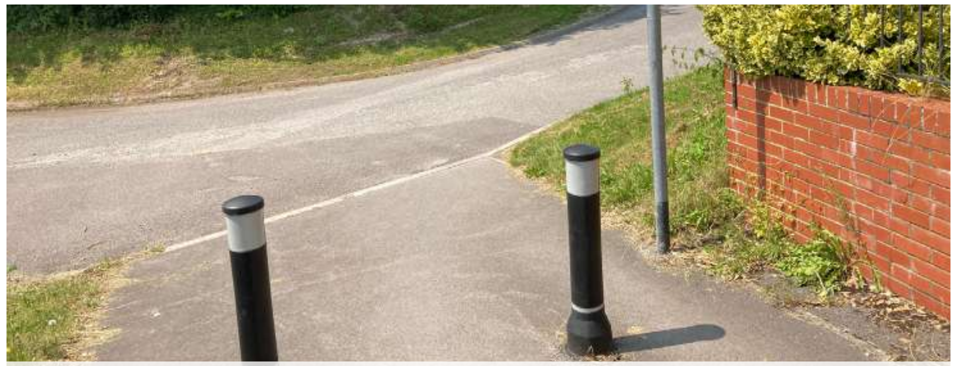


Figure 220.5 Churchill Way West/Waterworks Road (Sustrans)

Improve transition between road and shared use path. Remove or redesign barriers to ensure the route is accessible to all with a minimum 1.5m gap.

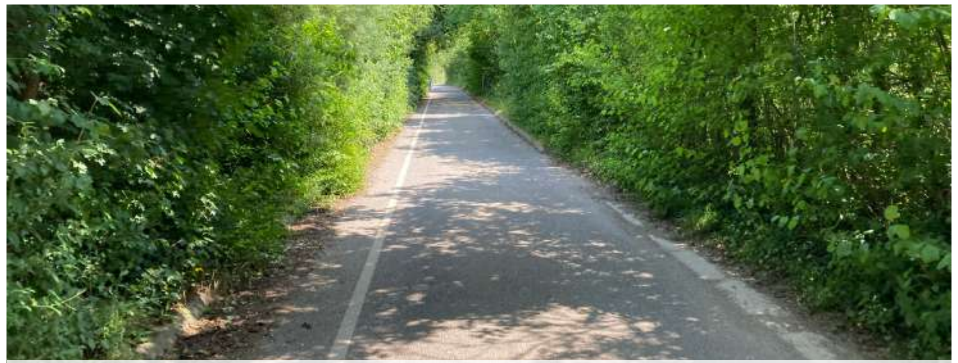
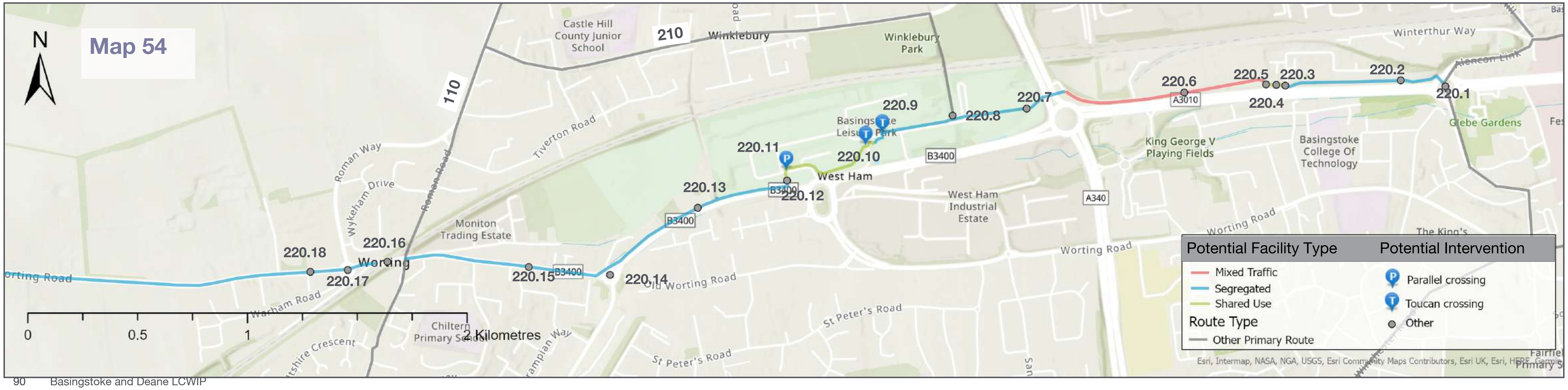


Figure 220.6 Waterworks Road (Sustrans)

Improve signage. Investigate provision of lighting and traffic calming if required. Investigate provision of a formal footway where space allows, subject to a review of traffic flows.


N
Map 54
110
210
Castle Hill County Junior School
Winklebury
Winklebury Park
Wintherthur Way
Alencon Link
220.1
220.2
220.3
220.4
220.5
220.6
220.7
220.8
220.9
220.10
220.11
220.12
220.13
220.14
220.15
220.16
220.17
220.18
A3010
B3400
A340
Basingstoke Leisure Park
West Ham
West Ham Industrial Estate
King George V Playing Fields
Basingstoke College Of Technology
Glebe Gardens
Tiverton Road
Roman Way
Wykeham Drive
Roman Road
Monkton Trading Estate
Worting
Worting Road
Old Worting Road
Warham Road
St Peter's Road
Chiltern Primary School
0
0.5
1
2 Kilometres
Potential Facility Type
Mixed Traffic
Segregated
Shared Use
Route Type
Other Primary Route
Potential Intervention
Parallel crossing
Toucan crossing
Other
Esri, Intermap, NASA, NGA, USGS, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin

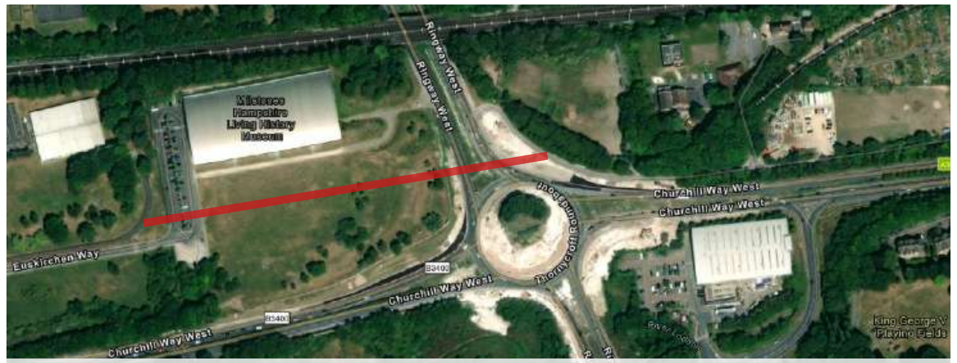

Milestones Hampshire Living History Museum
Ringway West
Ringway West
Churchill Way West
Churchill Way West
Euskirchen Way
B3400
Churchill Way West
Thornycroft Round
B3400
Churchill Way West
King George V Playing Fields

Figure 220.7 Thornycroft Roundabout (Esri)

Install a grade separated crossing over the Thornycroft Roundabout.

Subject to negotiation, connect the new crossing to the existing path on Leisure Park Rd via a new path across the Milestones Hampshire Living History Museum land. There would be space to provide a footway beside a cycle track with physical segregation.

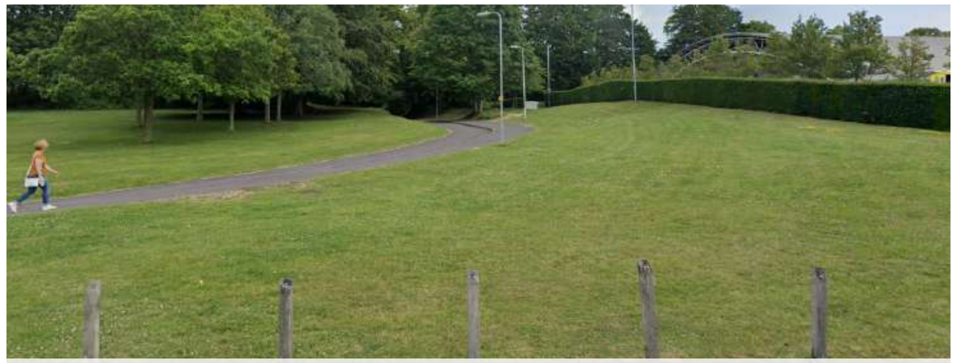


Figure 220.8 Cycle track and footway north of Leisure Park Road (Sustrans)

Widen existing cycle track running parallel to Leisure Park Road where possible and investigate segregating pedestrians and cyclists.

Provide rest points and bins beside path.

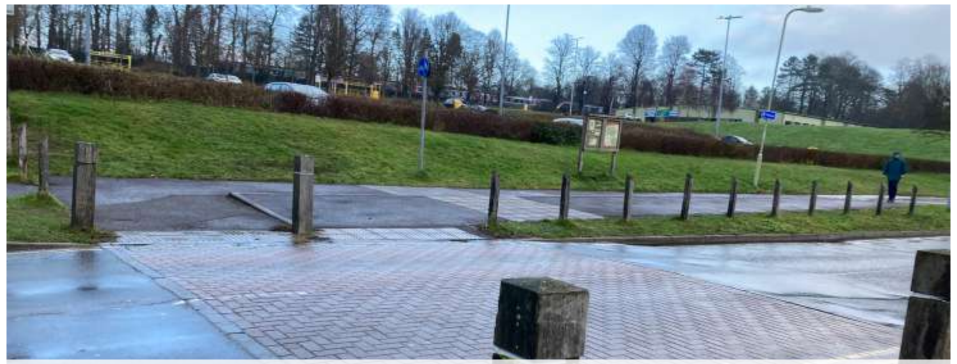


Figure 220.9 Leisure Park Road (Sustrans)

Consider upgrading uncontrolled crossing on Leisure Park Road to a parallel crossing.

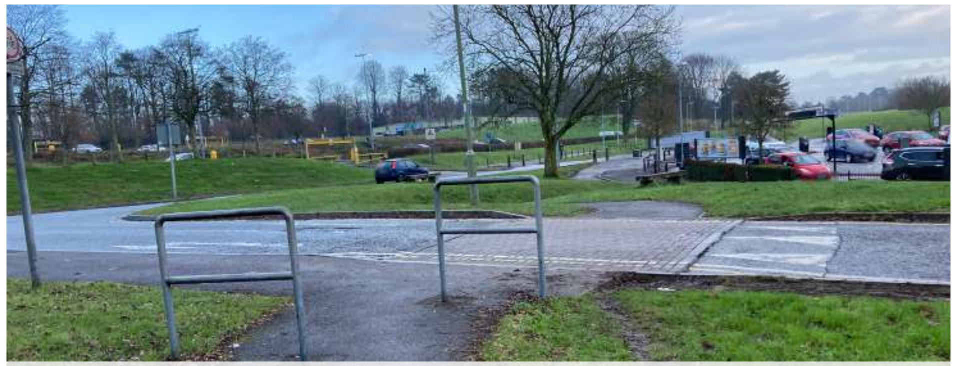


Figure 220.10 Leisure park slip Road (Sustrans)

Consider upgrading existing crossing over Leisure park slip road to a parallel crossing. Remove or redesign barriers to ensure the route is accessible to all with a minimum 1.5m gap.

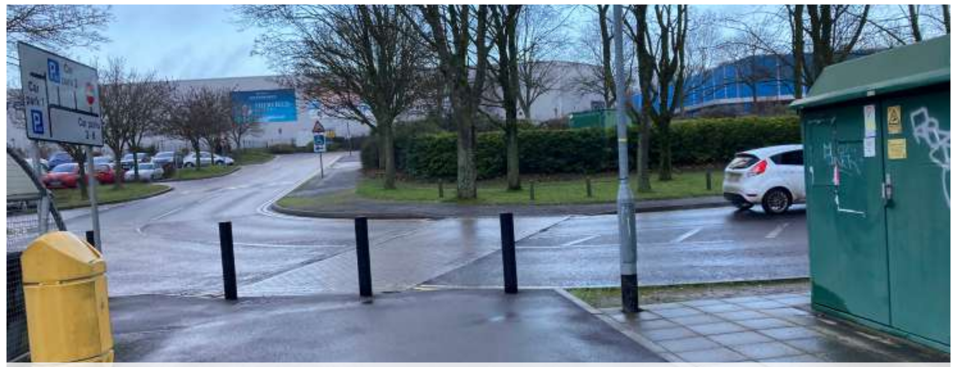


Figure 220.11 Euskirchen Way (Sustrans)

Provide pedestrian and cycle priority over Euskirchen Way crossing.

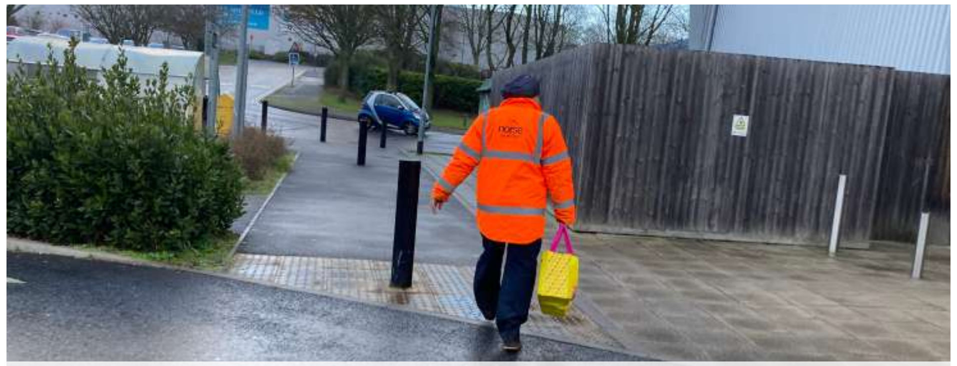


Figure 220.12 Crossing over iFly access (Sustrans)

Provide pedestrian and cycle priority over iFly access.

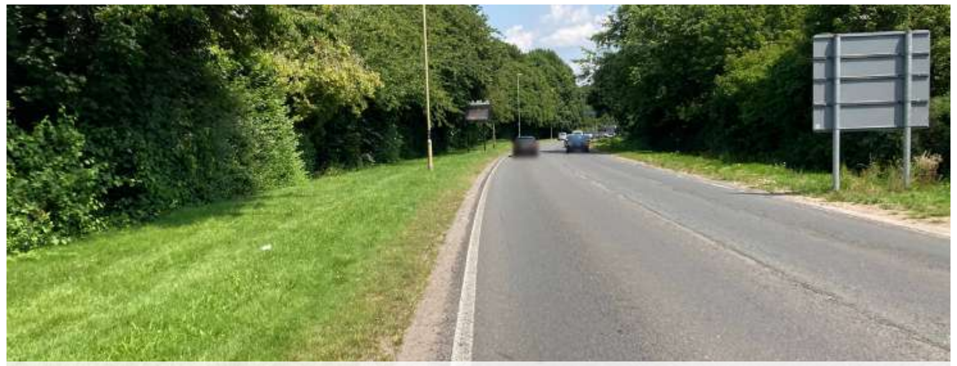


Figure 220.13 B3400 Worting Road (Sustrans)

Install two-way segregated cycle track on northern side of B3400 carriageway in verge space between the Worting Road roundabout and iFly. May require narrowing of carriageway and central reserve.

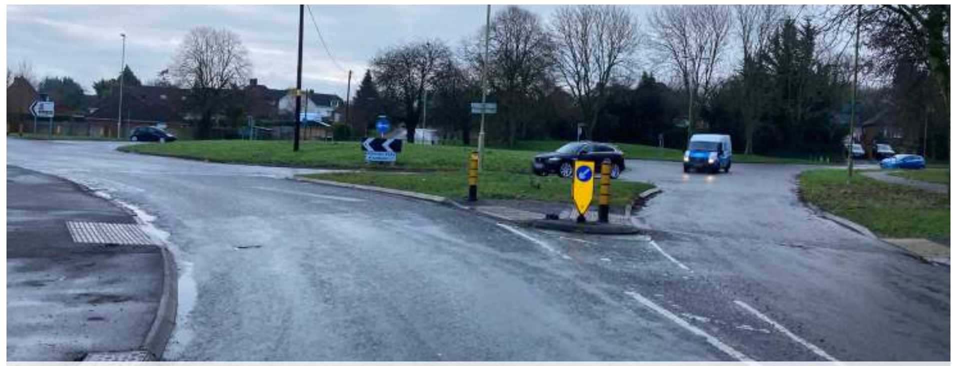


Figure 220.14 Worting Road Roundabout (Sustrans)

Install Dutch style roundabout at the Worting Road roundabout with pedestrian and cycle priority over approaches.

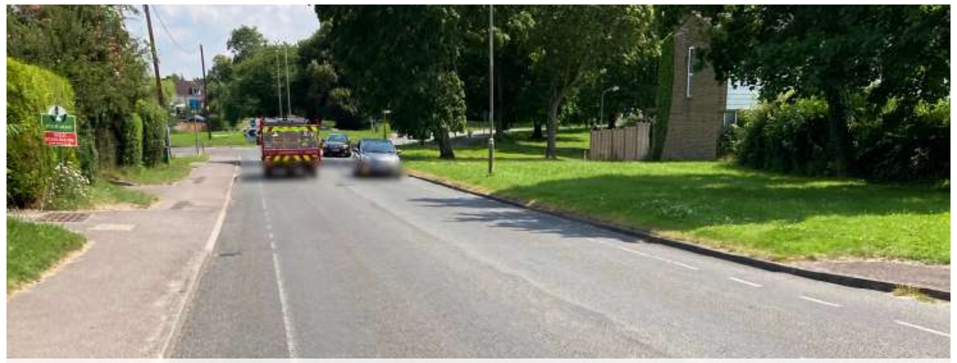


Figure 220.15 B3400 Worting Road (Sustrans)

Install segregated two-way cycle track on southern side of the carriageway in verge space B3400 between Worting Road roundabout and the railway. HCC are currently examining bus priority measures along this corridor.

If segregation on the B3400 cannot be achieved, a quiet-way option could be explored on West Ham Lane, parallel to the north.

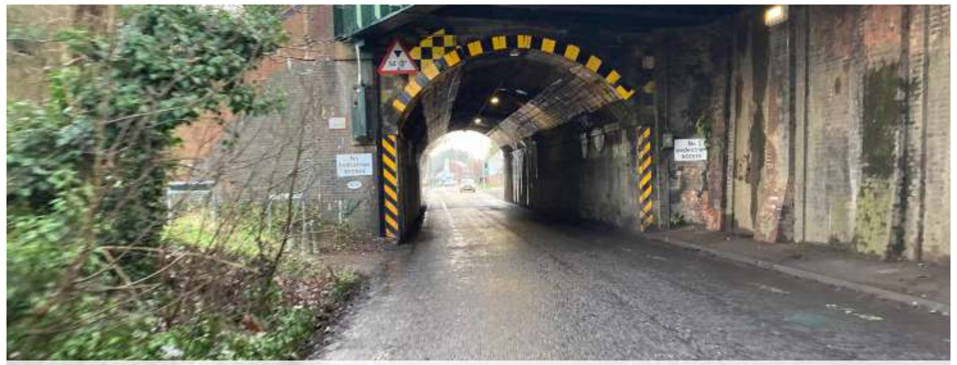


Figure 220.16 Worting Road below South West Main Line (Sustrans)

Install signalised one-way system through tunnel, tie in to existing signal pedestrian crossing. Install cycle lanes with light segregation. Alternatively provide cycle route via Roman Road to bypass the tunnel.

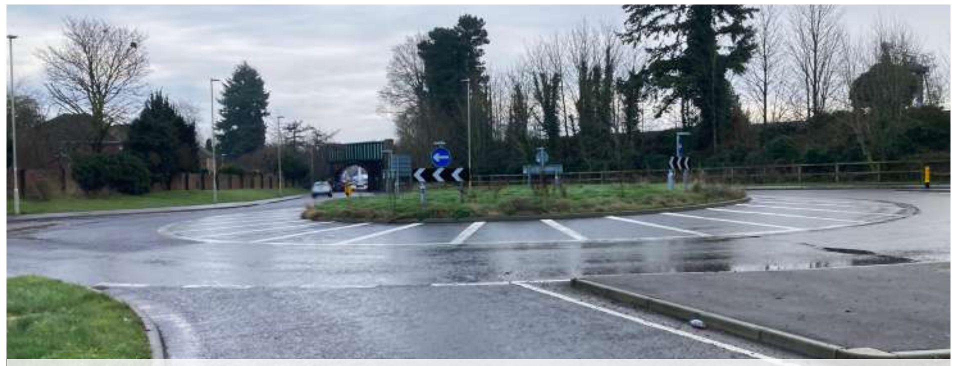


Figure 220.17 B3400/Roman Way Roundabout (Sustrans)

Investigate installing Dutch style roundabout with pedestrian and cycle priority at B3400/Roman Way/Warham Road roundabout.

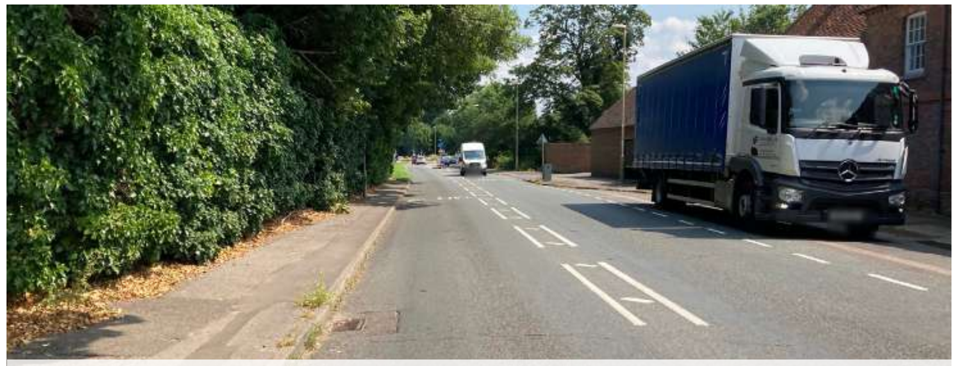


Figure 220.18 B3400 Worting Road (Sustrans)

Investigate installing stepped cycle tracks between B3400/Roman Way Roundabout and the western built up extent of Worting which may require removal of on-street parking. Extend 30mph speed zone to the west.

Alternatively, the route could utilise Warham Road, linking to a field edge path to the south of the B3400.

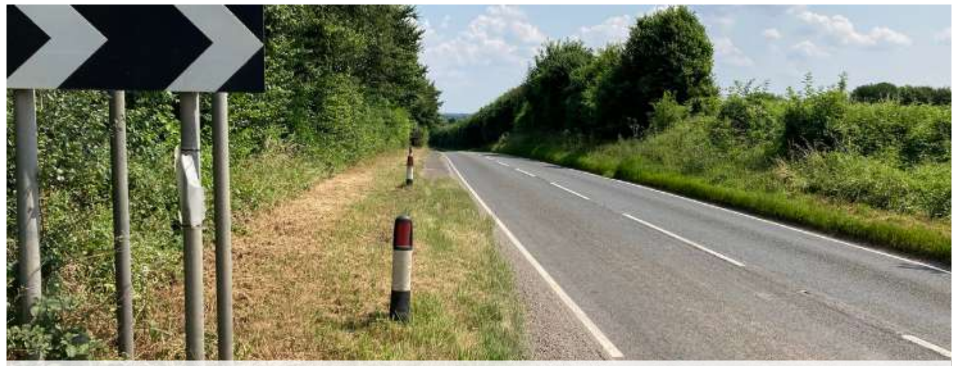


Figure 220.19 B3400 Worting Road (Sustrans)

Provide segregated cycle tracks on both sides of Worting Road as it passes through the Manydown development site between the built-up extents of Worting and Wootton One Mile. Also investigate feasibility of two-way cycle track on one side of the carriageway.

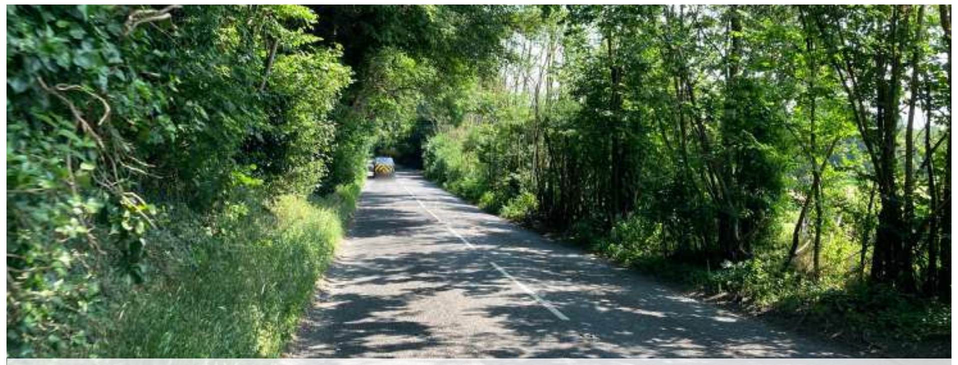


Figure 220.20 B3400 Andover Road (Sustrans)

B3400 Andover Road is high-flow and high-speed with limited space available. Investigate a parallel field edge path between Wootton One Mile and Ashe Lane. Will require third party land on the northern side of the road.

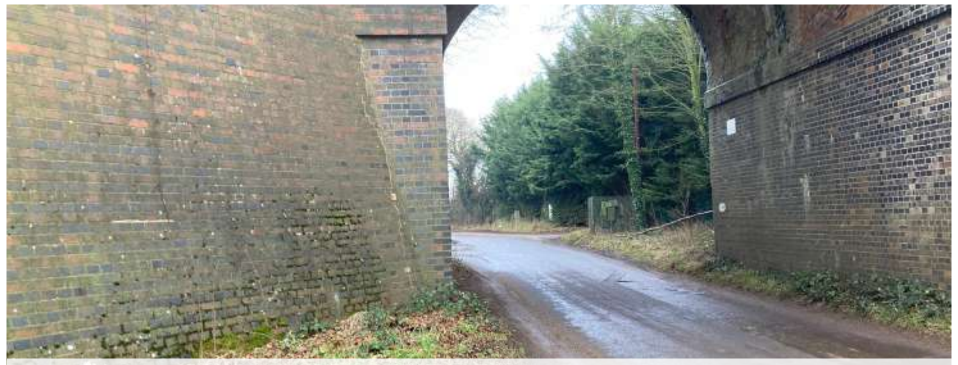
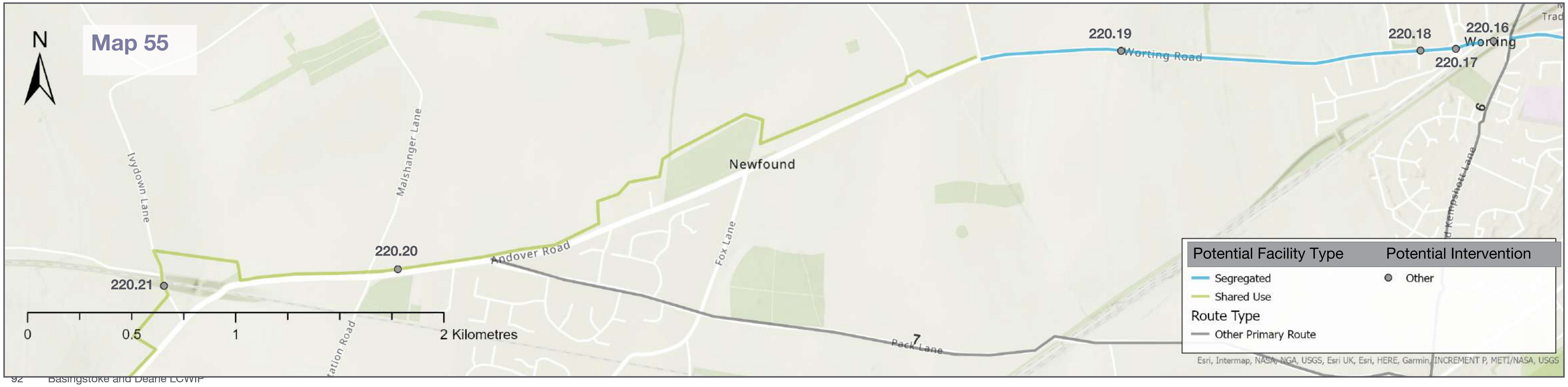


Figure 220.21 Ivy Down Lane (Sustrans)

Subject to a review of traffic flows, investigate reduction of speed limit to 20mph to accommodate cycling in the carriageway on southern section of Ivy Down Lane. Reduce speed limit to 30mph as a minimum.


N
Map 55
220.19
Worting Road
220.18
220.16
Worting
220.17
6
Newfound
Ivydown Lane
Malshanger Lane
Andover Road
220.20
220.21
Fox Lane
Kempshott Lane
7
Pack Lane
ation Road
0
0.5
1
2 Kilometres
Potential Facility Type
Segregated
Shared Use
Route Type
Other Primary Route
Potential Intervention
Other

Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

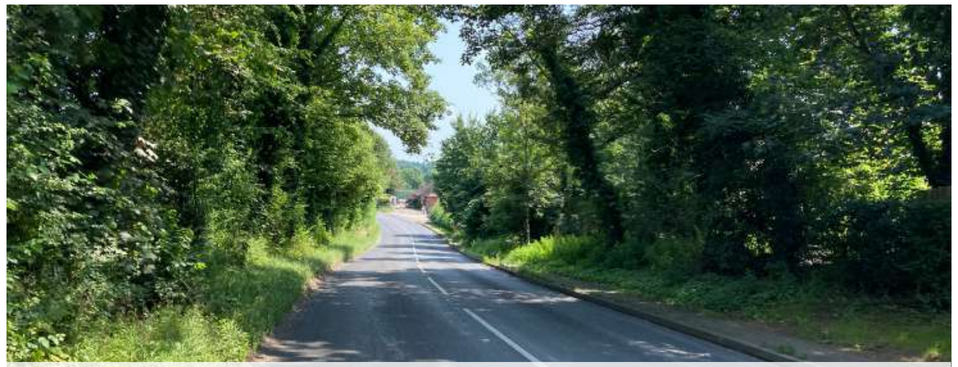


Figure 220.22 B3400 London Road (Sustrans)

Widen footway on southern side of B3400 between Ashe Corner and Berrydown Lane and upgrade to Shared Use Path. Provide horizontal separation from traffic where possible.

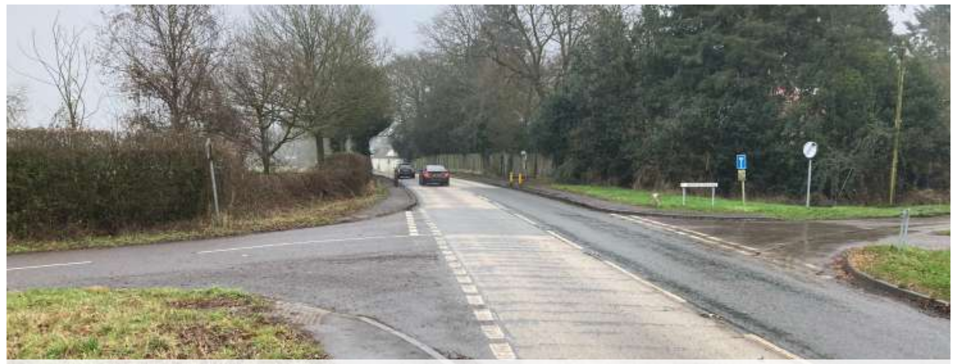


Figure 220.23 B3400/Berrydown Lane (Sustrans)

Install pedestrian and cycle crossing within the vicinity of the Berrydown Lane junction on the B3400. Provide seating and shelter at the bus stop.

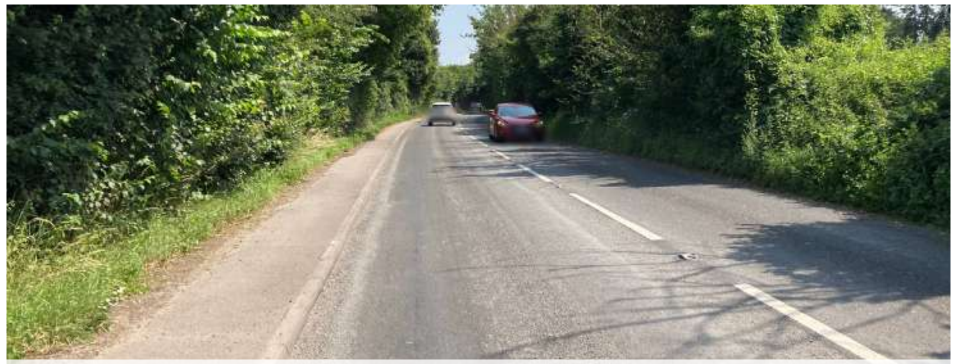


Figure 220.24 B3400 London Road (Sustrans)

Widen footway on northern side of B3400 between Berrydown Lane and Overton Hill and upgrade to shared use path. Provide horizontal separation from traffic where possible.

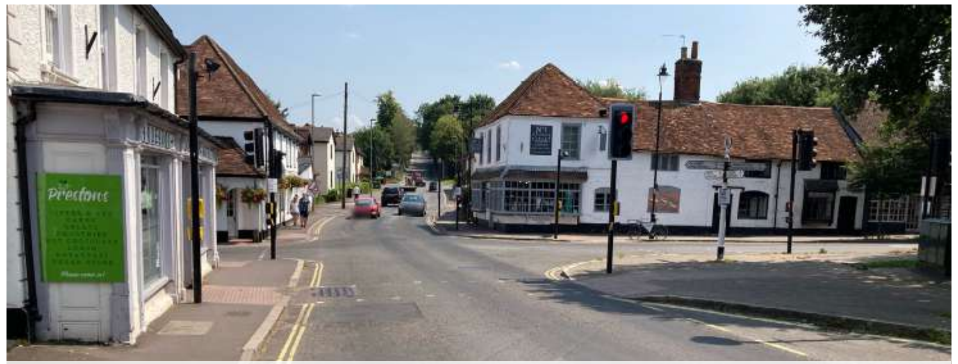


Figure 220.25 B3400/B3051 in Overton (Sustrans)

Reduce speed zone to 20mph and install cycle symbols on carriageway between Overton Hill and Southington Lane.

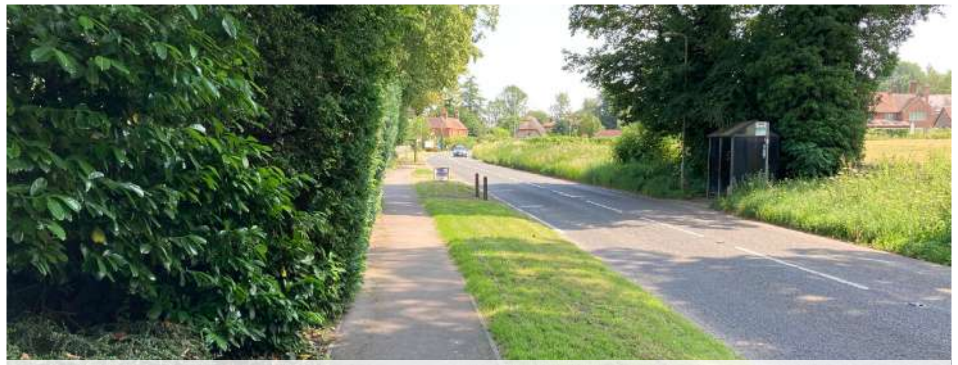


Figure 220.26 B3400 Rotten Hill (Sustrans)

Widen footway on northern side of B3400 between Southington Lane and the existing crossing on the footway and upgrade to shared use path. Provide horizontal separation from traffic where possible.

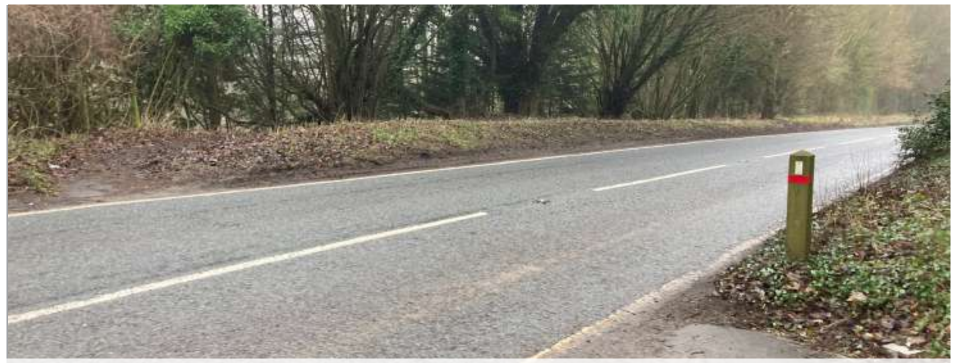
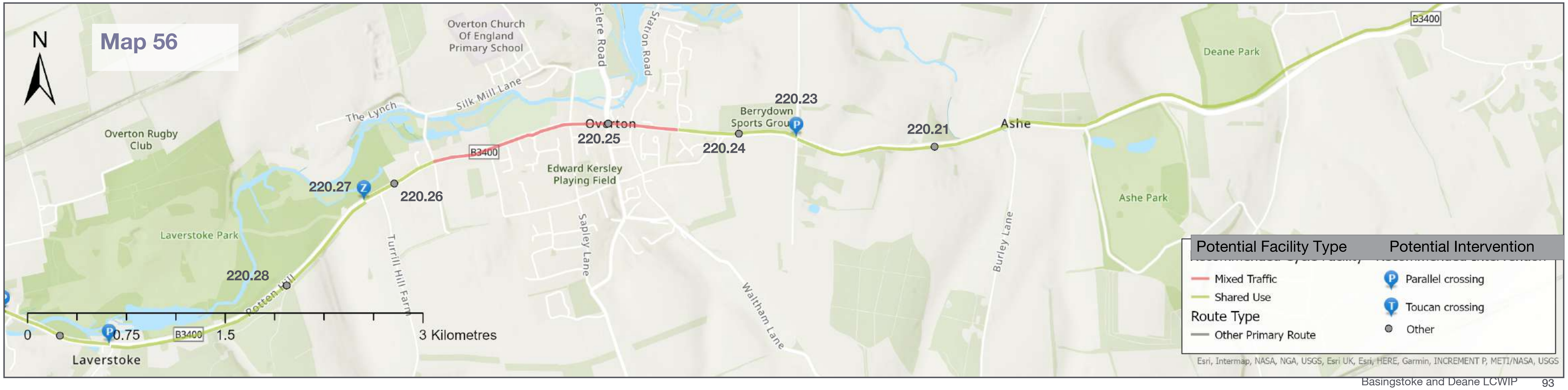


Figure 220.27 B3400 Rotten Hill (Sustrans)

Consider upgrading existing pedestrian crossing to controlled crossing with tactile paving and dropped kerbs. May require reduction in speed zone.


N
Map 56
Overton Church Of England Primary School
Overton Rugby Club
The Lynch
Silk Mill Lane
Station Road
B3400
Overton
220.25
220.23
Berrydown Sports Ground
220.24
220.21
Ashe
Deane Park
Ashe Park
Edward Kersley Playing Field
Sapley Lane
Waltham Lane
Burley Lane
220.27
220.26
Turrill Hill Farm
Laverstoke Park
220.28
Rotten Hill
Laverstoke
0
0.75
1.5
3 Kilometres
Potential Facility Type
Potential Intervention
Mixed Traffic
Shared Use
Route Type
Other Primary Route
Parallel crossing
Toucan crossing
Other
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

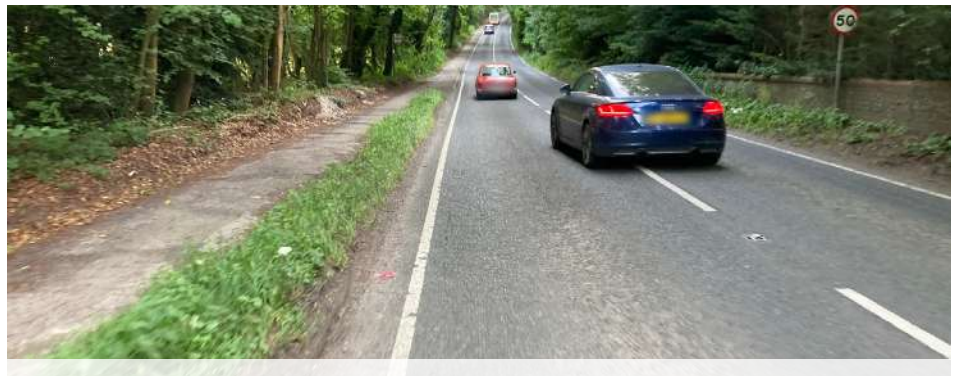


Figure 220.28 B3400 Rotten Hill (Sustrans)

Widen footway on southern side of B3400 between the existing crossing west of Overton and Laverstoke Lane and upgrade to Shared Use Path. Provide horizontal separation from traffic where possible.

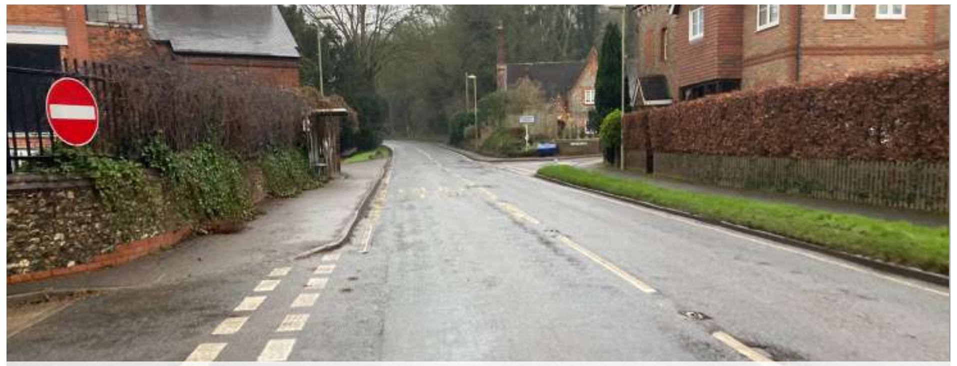


Figure 220.29 Laverstoke Mill bus stop, B3400 London Road (Sustrans)

Provide pedestrian and cycle crossing point near Laverstoke Mill bus stops.

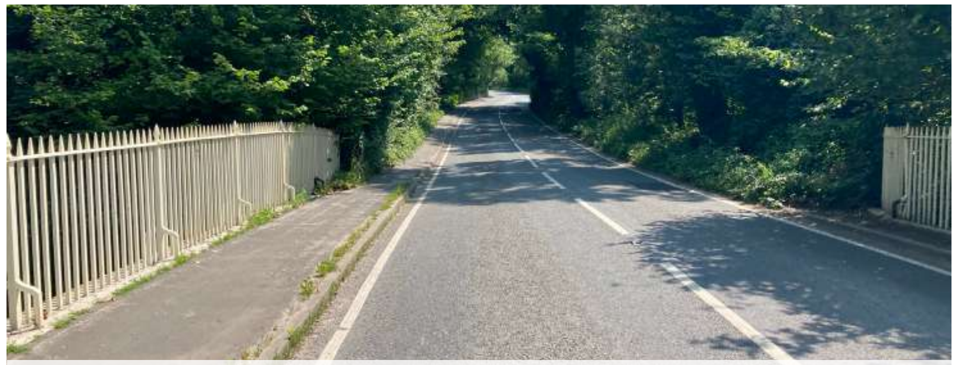


Figure 220.30 B3400 London Road (Sustrans)

Widen footway on northern side of B3400 between Laverstoke and Freefolk and upgrade to shared use path. Provide horizontal separation from traffic where possible.

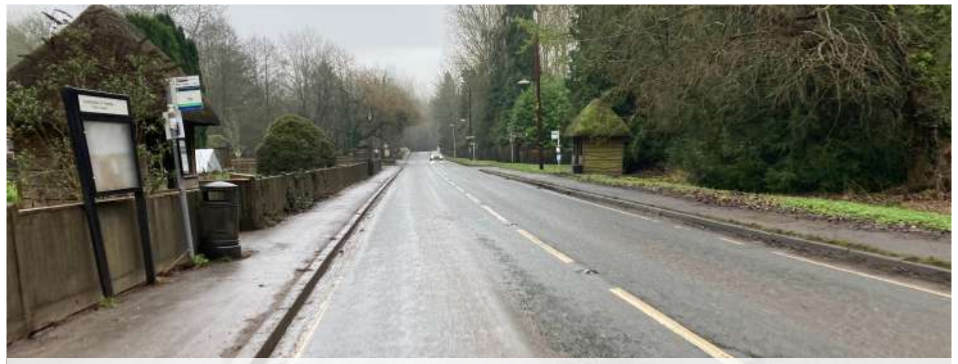


Figure 220.31 B3400 London Road at Freefolk bus stops (Sustrans)

Install pedestrian and cycle crossing to take users from the southern side of the B3400 to the northern side within the vicinity of the Freefolk bus stops.

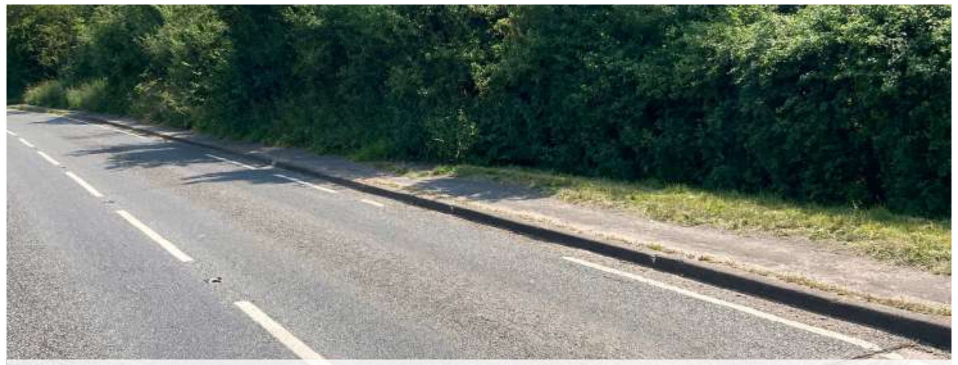


Figure 220.32 B3400 London Road (Sustrans)

Widen existing footway on southern side of road between Freefolk and Wells-in-the-Field and upgrade to a shared use path. Provide horizontal separation from carriageway.

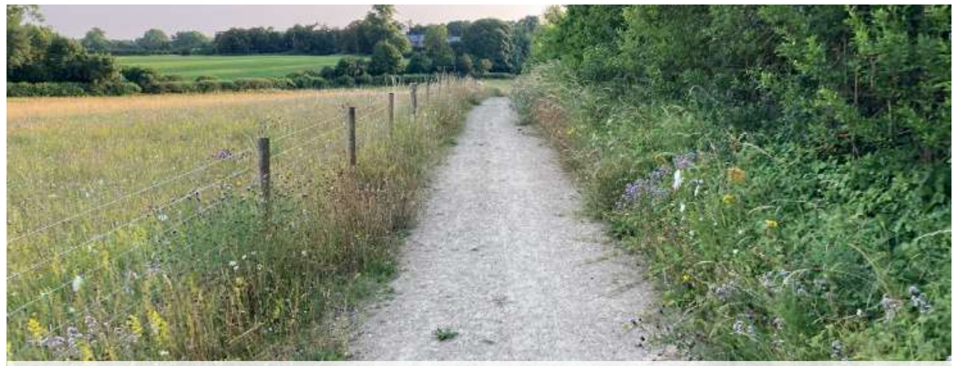
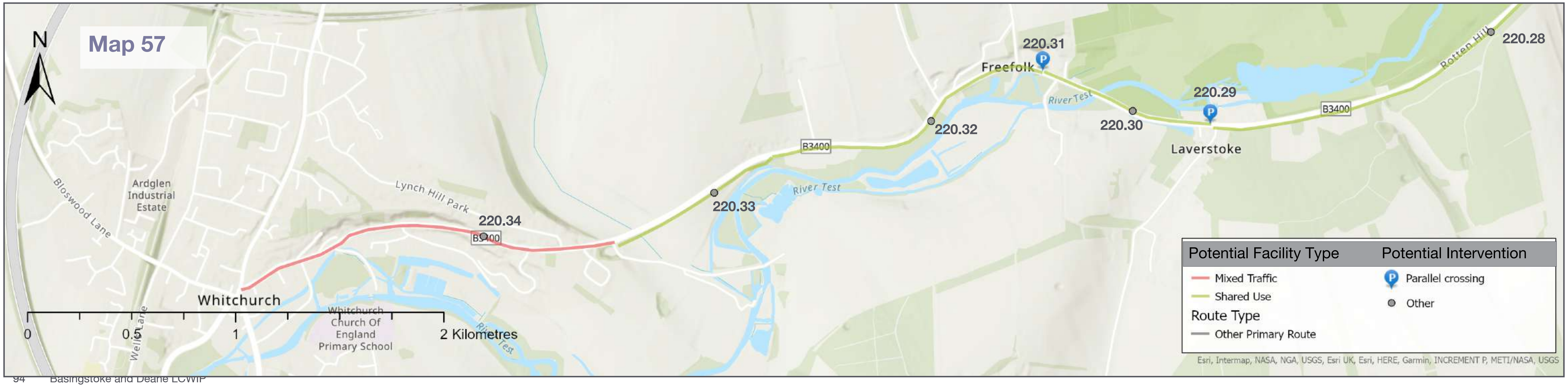


Figure 220.33 Path parallel to B3400 (Sustrans)

Upgrade existing path between Wells-in-the-Field and the Bere Mill House access road to a Shared Use Path and resurface. May require third party land.



N
Map 57
Bloswood Lane
Ardglen Industrial Estate
Whitchurch
Wells Lane
Whitchurch Church Of England Primary School
Lynch Hill Park
220.34
B3400
220.33
River Test
B3400
220.32
Freefolk
220.31
River Test
220.30
220.29
Laverstoke
B3400
Rotten Hill
220.28
0
0.5
1
2 Kilometres
Potential Facility Type
Mixed Traffic
Shared Use
Route Type
Other Primary Route
Potential Intervention
Parallel crossing
Other
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

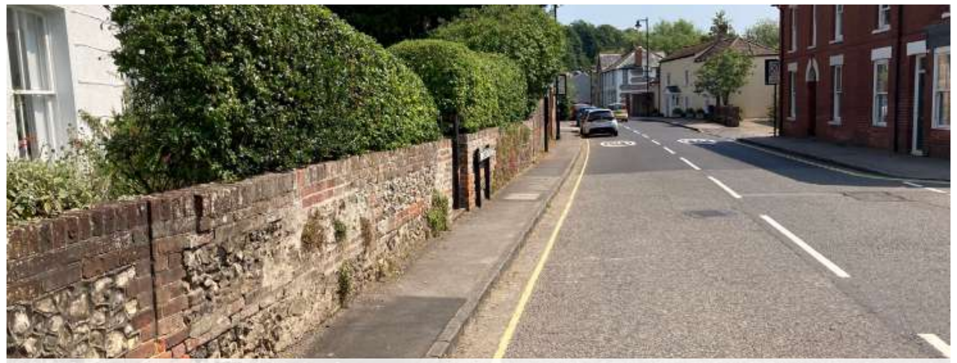


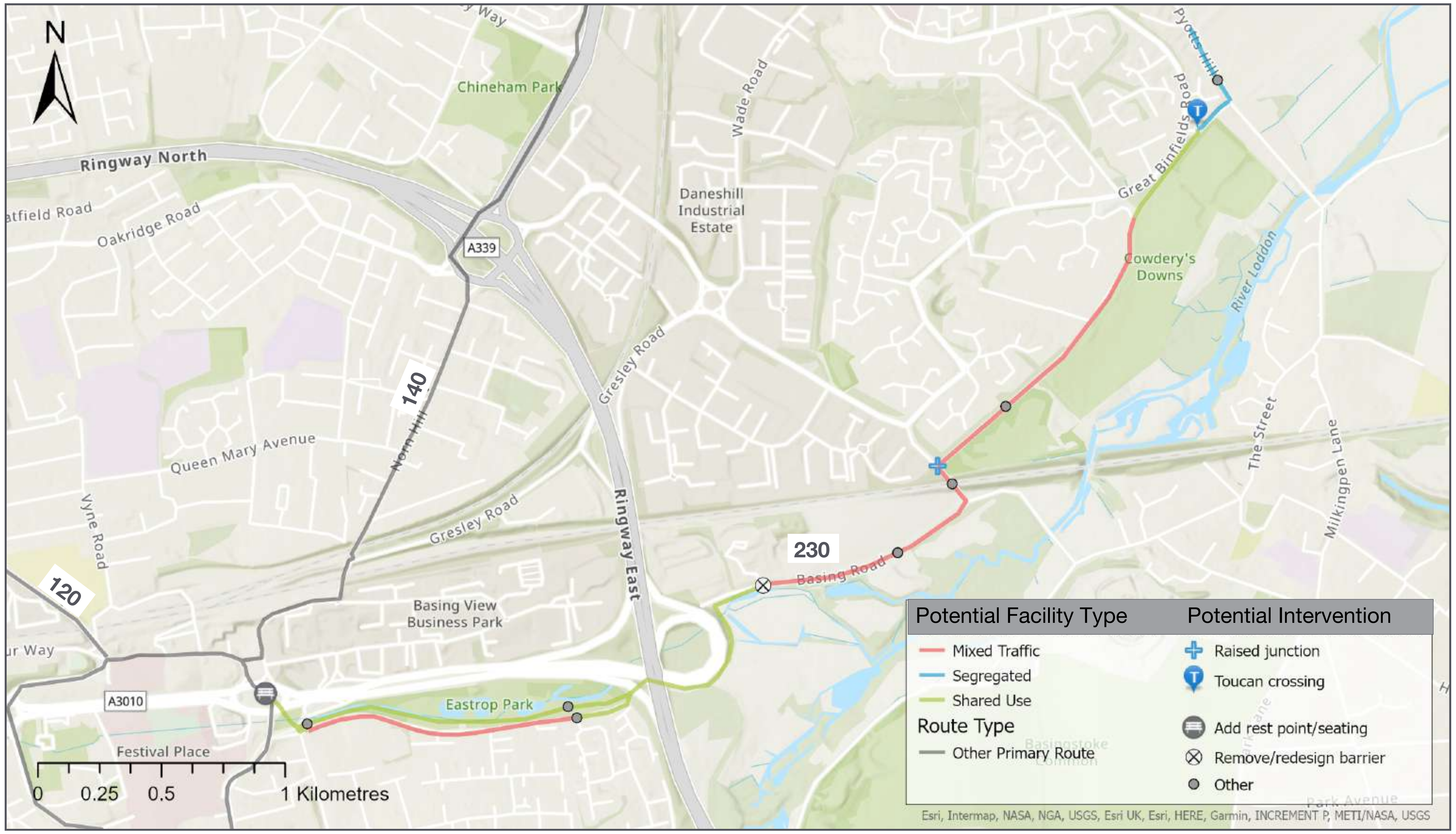
Figure 220.34 B3400 London Street (Sustrans)

Extend existing 20mph speed zone to the access road with Bere Mill House and install traffic calming if necessary.

Route 230: Lychpit to Eastern Basingstoke potential options

Route overview and existing conditions

Route 230 links Lychpit to the town centre along National Cycle Network Route 23. The northern corner of the route would link to new development in eastern Basingstoke. Segments of the route are on existing shared use paths with sufficient widths for cyclists and pedestrians. Key pinch points are the railway underpass along Swing Swang Lane, and the shared use path in Eastrop Park which has high flows of cyclists and pedestrians. The use of Eastrop Lane as an alternative parallel route to Eastrop park was suggested at the stakeholder workshop and has been included as part of the route.


N
Ringway North
Oakridge Road
Chineham Park
A339
Wade Road
Daneshill Industrial Estate
Pyotts Hill
Great Binfields Road
Cowdery's Downs
River Loddon
Gresley Road
140
North Hill
Queen Mary Avenue
Vyne Road
Ringway East
The Street
Milkingpen Lane
230
Basing Road
120
Basing View Business Park
A3010
Eastrop Park
Festival Place
0
0.25
0.5
1 Kilometres
Potential Facility Type
Mixed Traffic
Segregated
Shared Use
Route Type
Other Primary Route
Potential Intervention
Raised junction
Toucan crossing
Add rest point/seating
Remove/redesign barrier
Other
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

Map 58

Route 230 Overview Map with potential options for facility types and interventions

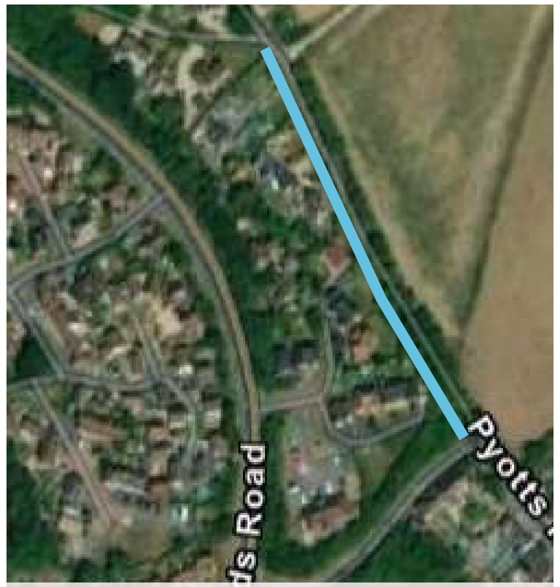

ds Road
Pyotts

Figure 230.1 Pyotts Hill (Esri)

Investigate adding a segregated cycle track on the western verge of Pyotts Hill. There is an opportunity to connect to planned new developments on to the north and on the eastern side of Pyotts Hill.

Figure 230.2 Bartons Lane (Sustrans)

Add segregated cycle track on the north side of Bartons Lane using the verge to Pyotts Hill junction. Add a controlled crossing at the northern terminus of existing shared use path.

Figure 230.3 Bartons Lane (Sustrans)

Reduce speed zone to 20mph add traffic calming elements such as speed humps, add cycle symbols to carriageway. Investigate modal filter to prevent through traffic.

Figure 230.4 Swing Swang Lane at Bartons Lane (Sustrans)

Install raised table at Bartons Lane/Swing Swang Lane junction. Remove 'End' cycle route pavement markings on western footway. Extend existing 20mph zone on Swing Swang Lane past junction with Bartons Lane.

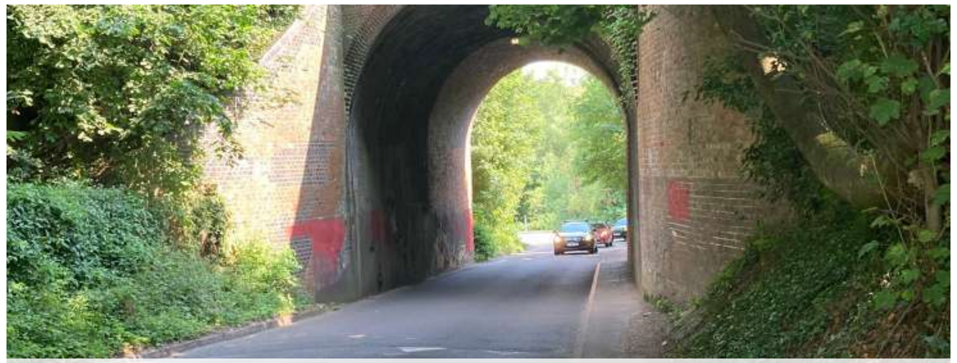
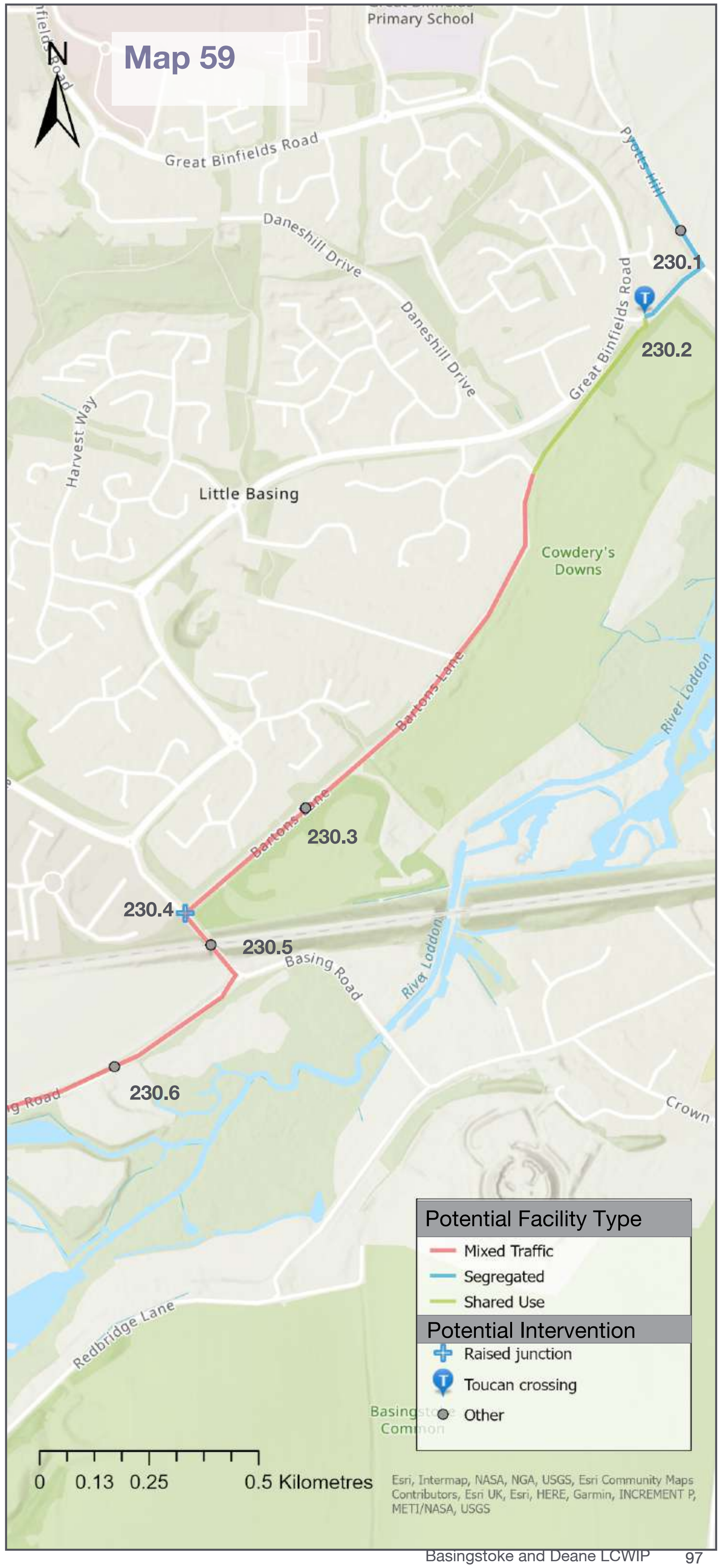


Figure 230.5 Railway underpass at Swing Swang Lane (Sustrans)

Narrow railway underpass on Swing Swang Lane is a pinch point for motorists and cyclists. Consider adding traffic signals with advance stop lines at railway bridge to allow for cyclists to use full width of carriageway under railway bridge in a signalised 'priority give way' configuration. This would also allow the footway to be widened. Another alternative is to investigate installing modal filter to close underpass to through traffic.

Figure 230.6 Basing Road (Sustrans)

From Basing Road roundabout to Cowdery Heights reduce speed zone to 20mph if traffic volumes are below 2,000 vehicles Average Annual Daily Traffic (AADT). Install traffic calming of vehicle speeds continue to exceed the new zone. Install additional cycle symbols on the carriageway. Widen footway to 2m.


Map 59
N
Primary School
Great Binfields Road
Daneshill Drive
Daneshill Drive
Pyotts Hill
Great Binfields Road
230.1
230.2
Harvest Way
Little Basing
Cowdery's Downs
Bartons Lane
River Loddon
230.3
Bartons Lane
230.4
230.5
Basing Road
River Loddon
230.6
Crown
Redbridge Lane
Basingstoke Common
Potential Facility Type
Mixed Traffic
Segregated
Shared Use
Potential Intervention
Raised junction
Toucan crossing
Other
0 0.13 0.25 0.5 Kilometres
Esri, Intermap, NASA, NGA, USGS, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

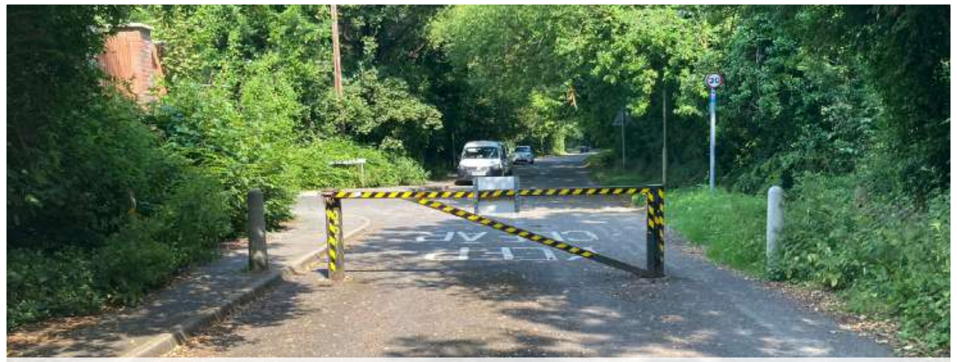


Figure 230.7 Basing Road at Cowdery Heights (Sustrans)

Remove or redesign barriers to ensure the route is accessible to all with minimum 1.5m gap. Resurface, improve lighting and maintenance along the length of the existing cycle path around the A339 to Eastrop Park.

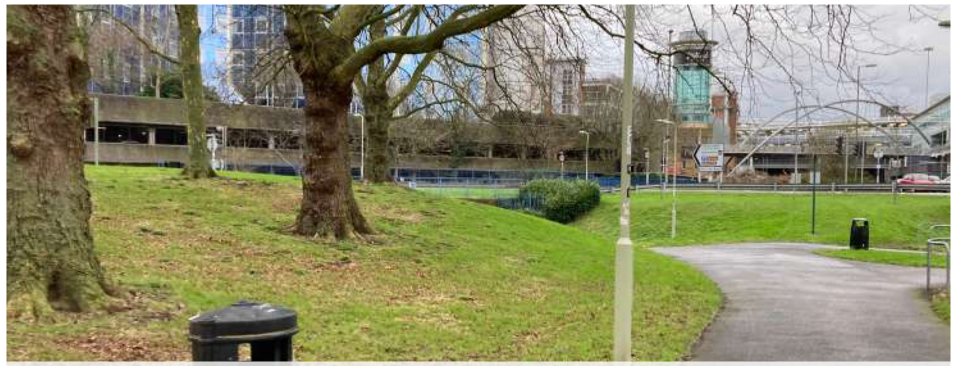


Figure 230.10 Centre of Eastrop Roundabout (Sustrans)

Investigate opportunities for at-grade crossings. Otherwise improve wayfinding and safety of underpasses. Add rest point on green space. The Town Centre Master Plan will examine changes to crossing facilities at Eastrop Roundabout in further detail.

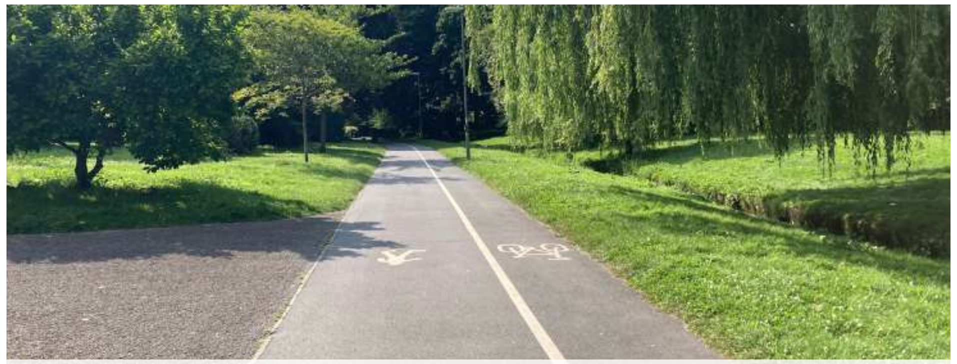


Figure 230.8 Eastrop Park (Sustrans)

Option 1 - Remove white line markings dividing cyclists and pedestrians to allow cyclists to use full width of shared use path within Eastrop Park. Widen path where possible.

Option 2 - Widen existing path and provide physical segregation between pedestrians and cyclists, 3m for cycles and 2m for pedestrians - subject to flows.

Both options are subject to community engagement and ecological constraints.

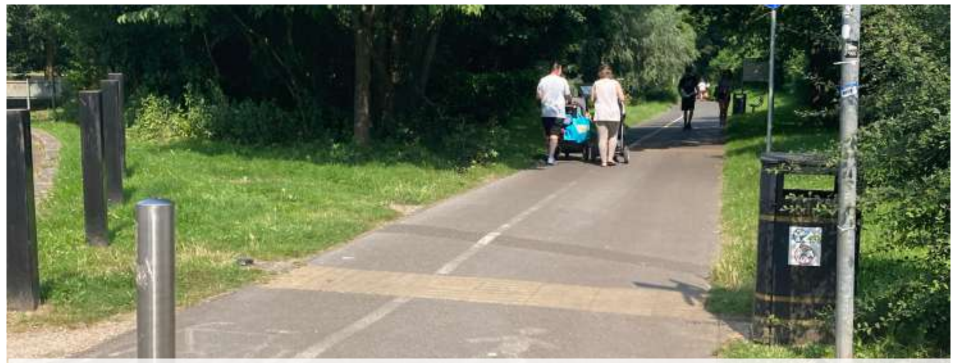


Figure 230.9 Eastrop Park (Sustrans)

Install cycle parking at entrances/exits of park and at intervals throughout.

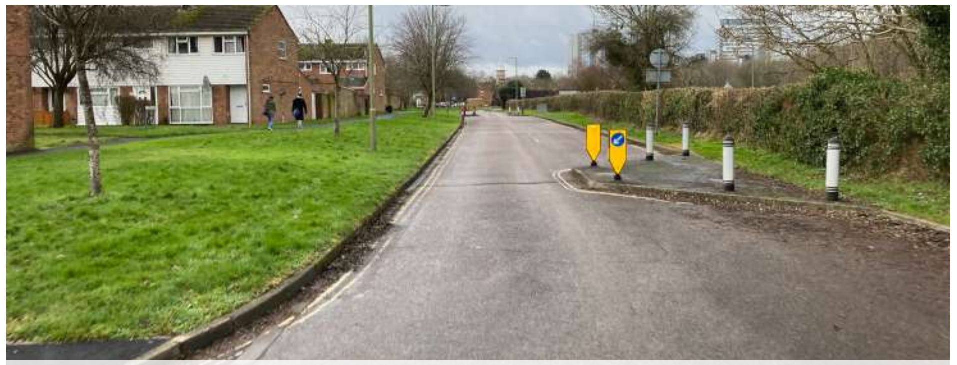
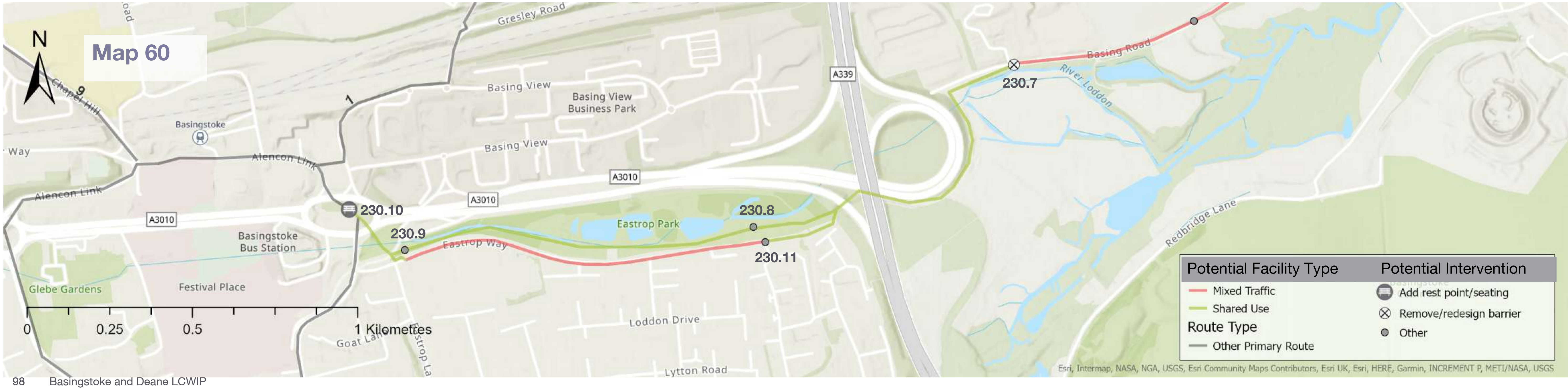


Figure 230.11 Eastrop Way (Sustrans)

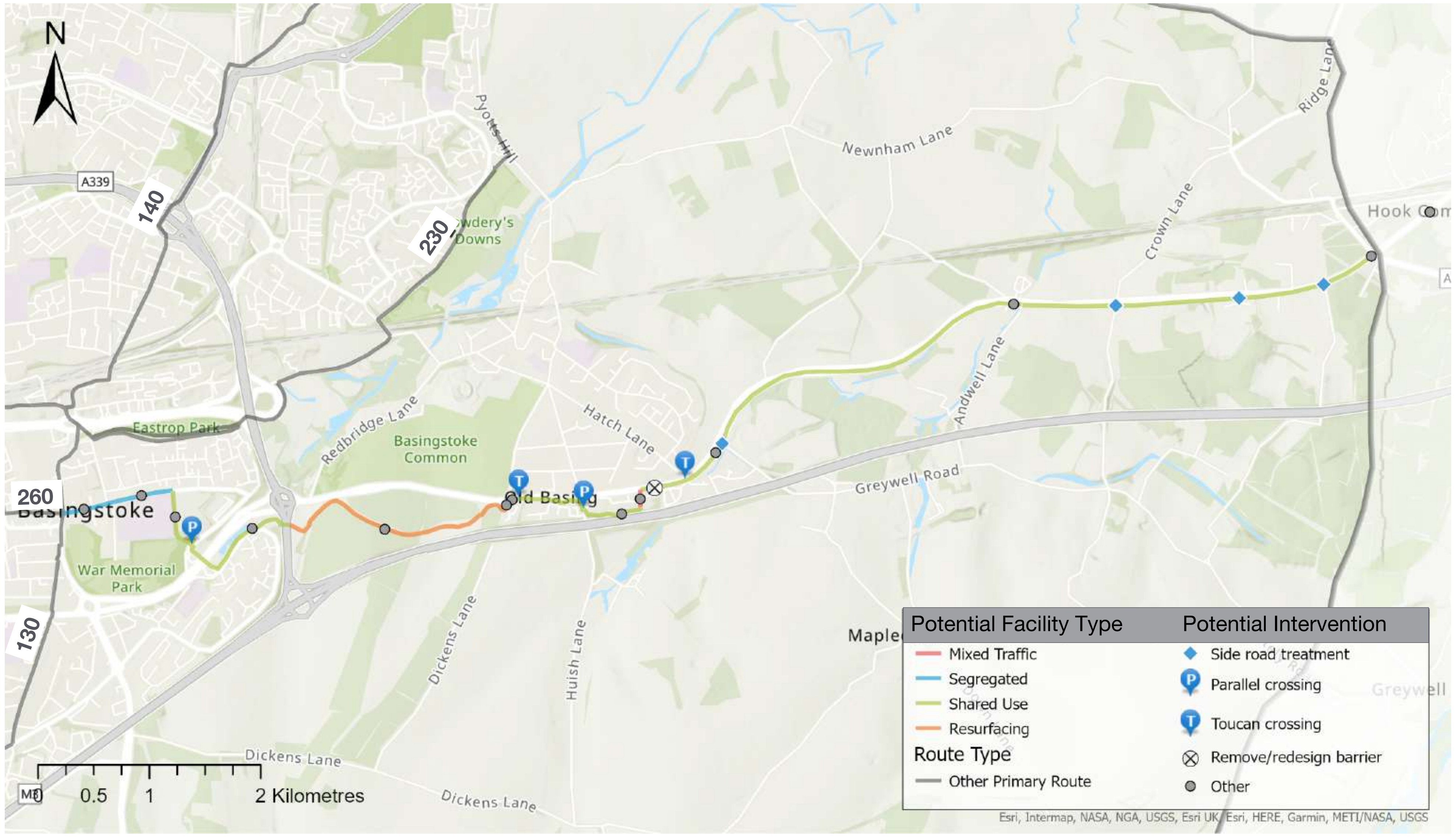
As an alternative to Eastrop Park, Eastrop Way could be a low-traffic alternative, reduce speed zone to 20mph, add cycle symbols to carriageway and install additional traffic calming as needed.


N
Map 60
Gresley Road
Chapel Hill
9
1
Way
Basingstoke
Alencon Link
Alencon Link
Basing View
Basing View
Basing View Business Park
A339
A3010
A3010
A3010
230.10
230.9
230.8
230.11
230.7
Eastrop Park
Eastrop Way
Basing Road
River Loddon
Redbridge Lane
Basingstoke Bus Station
Festival Place
Glebe Gardens
Loddon Drive
Lytton Road
Goat Lane
Eastrop Lane
0
0.25
0.5
1 Kilometres
Potential Facility Type
Mixed Traffic
Shared Use
Route Type
Other Primary Route
Potential Intervention
Add rest point/seating
Remove/redesign barrier
Other
Esri, Intermap, NASA, NGA, USGS, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

Route 240: Hook to Basingstoke potential options

Route overview and existing conditions

Route 240 connects Hook to Basingstoke town centre via the A30. There is currently no cycling provision along this high speed route. This route would be a critical link to join the two towns. The majority of the route would run alongside the A33 and then would utilise an existing shared use path in Crabtree Plantation, then crossing the Ringway at a grade separated crossing south of the Black Dam roundabout, then continuing to the town centre on London Road and connecting to National Cycle Route 23 within Basingstoke Town.


N
A339
140
230
Pyotts Hill
wdery's Downs
Newnham Lane
Ridge Lane
Hook Com
Crown Lane
Andwell Lane
Greywell Road
Hatch Lane
Redbridge Lane
Basingstoke Common
Eastrop Park
260
Basingstoke
War Memorial Park
Old Basing
130
Dickens Lane
Huish Lane
Maple
Greywell
M3
0
0.5
1
2 Kilometres
Potential Facility Type
Mixed Traffic
Segregated
Shared Use
Resurfacing
Route Type
Other Primary Route
Potential Intervention
Side road treatment
Parallel crossing
Toucan crossing
Remove/redesign barrier
Other
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, METI/NASA, USGS

Map 61

Route 240 Overview Map with potential options for facility types and interventions

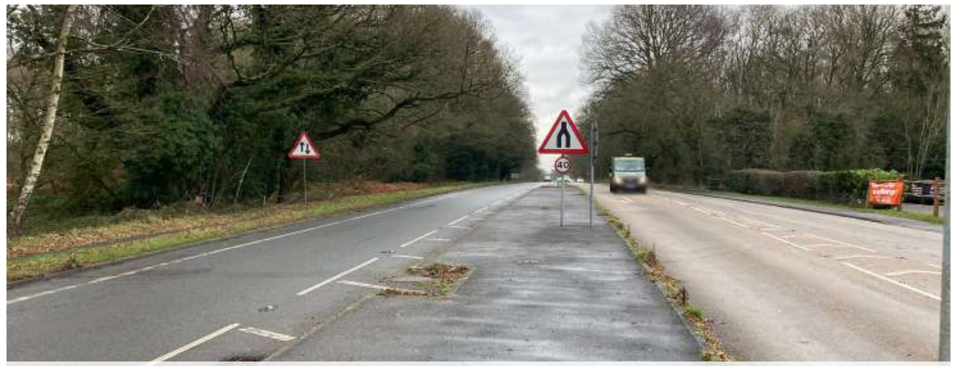


Figure 240.1 London Road (Sustrans)

Coordinate with Hart District to ensure cycle facility is provided on the A30 between Hook and Hart District.

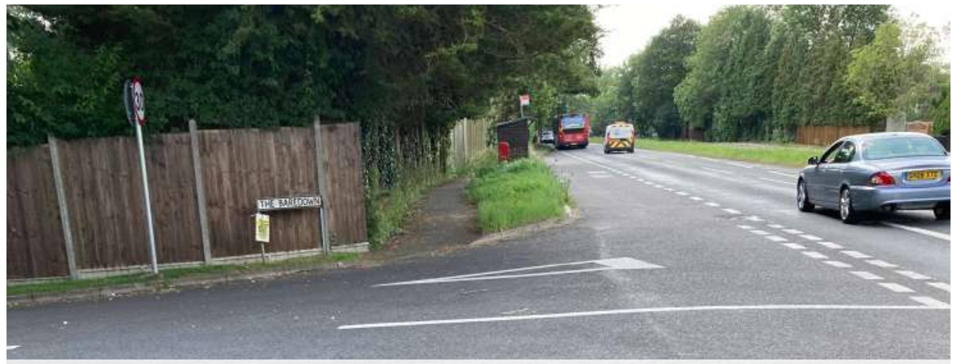


Figure 240.2 A30 London Road/The Baredown (Sustrans)

Widen existing footway and upgrade to a shared use path between junction with A287 (Borough boundary) and Andwell Lane. Provide physical separation from carriageway where possible.

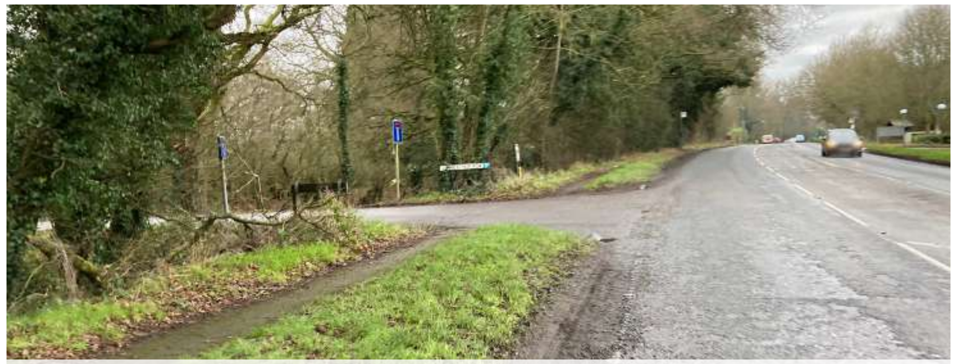


Figure 240.3 A30 London Road/Heather Row Lane (Sustrans)

Improve crossing of Heather Row Lane side road with dropped kerbs and tactile paving. Investigate pedestrian and cycle priority. Possible bent-out crossing.

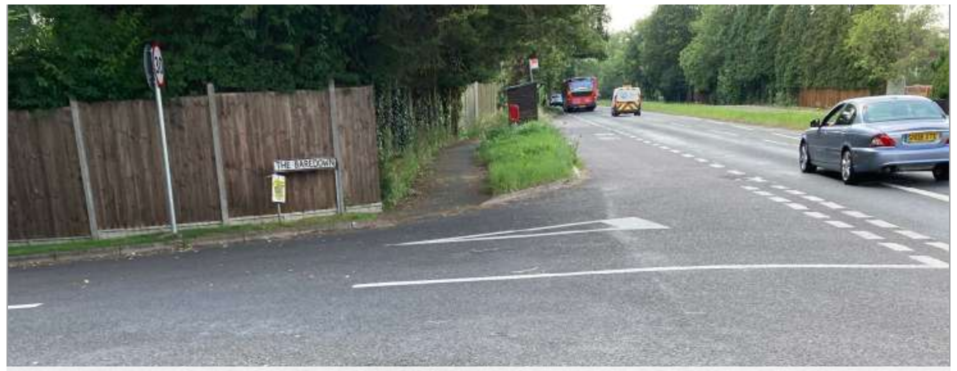


Figure 240.4 A30 London Road/The Baredown (Sustrans)

Improve crossing of The Baredown side road with dropped kerbs and tactile paving. Investigate pedestrian and cycle priority. Possible bent-out crossing or continuous cycle track/footway.

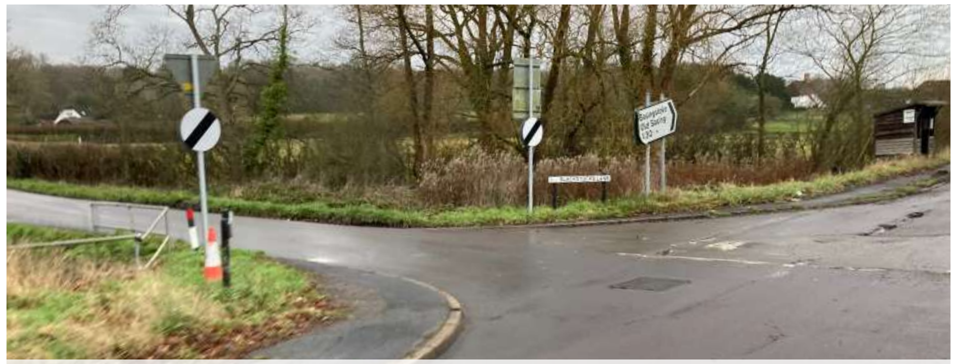


Figure 240.5 A30 London Road/Blackstocks Lane (Sustrans)

Improve crossing of Blackstocks Lane side road with dropped kerbs and tactile paving. Investigate pedestrian and cycle priority. Possible bent-out crossing.

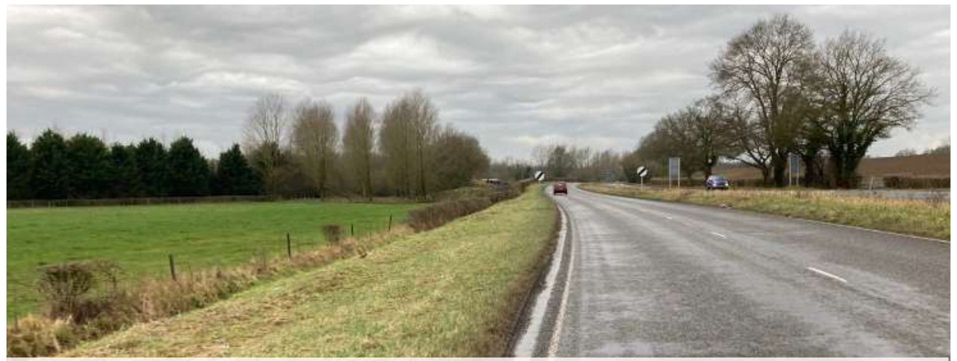
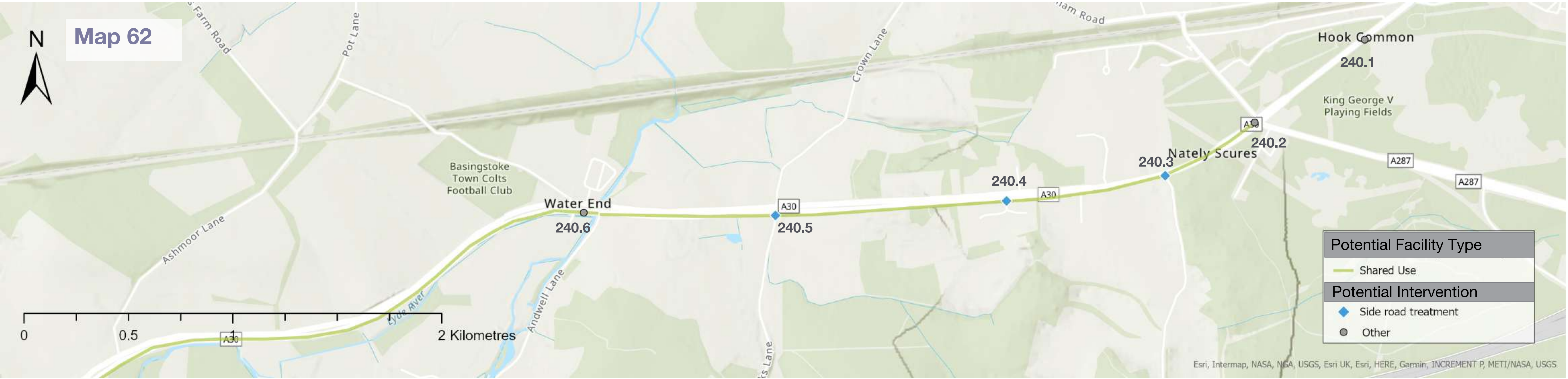


Figure 240.6 A30 London Road (Sustrans)

Install segregated facility/shared use path in verge space on the southern side of the A30 between Andwell Lane and Greywell Road. May require realignment of carriageway to utilise space from central reserve. Investigate field edge path if a 3m wide path cannot be provided in the verge.


Map 62
N
Farm Road
Pot Lane
Crown Lane
am Road
Hook Common
240.1
King George V Playing Fields
A30
240.2
A287
A287
Nately Scures
240.3
240.4
A30
Basingstoke Town Colts Football Club
Water End
240.6
A30
240.5
Ashmoor Lane
Lyde River
Andwell Lane
A30
0
0.5
1
2 Kilometres
Potential Facility Type
Shared Use
Potential Intervention
Side road treatment
Other
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

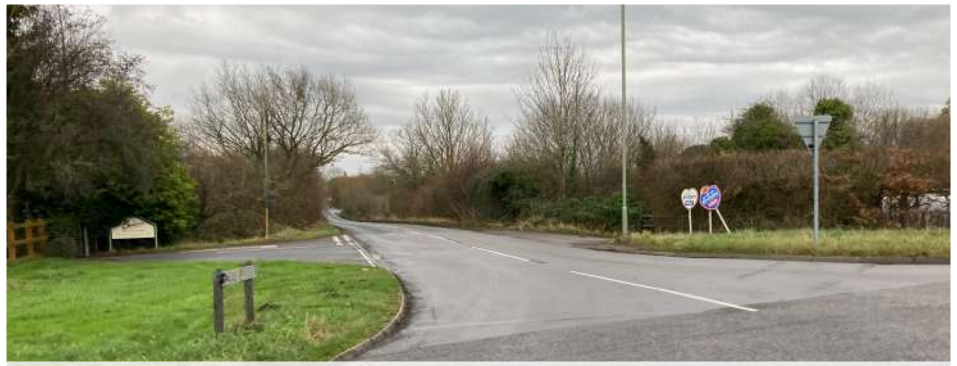


Figure 240.7 A30 London Road/Greywell Road (Sustrans)

Provide pedestrian and cycle crossing over Greywell Road. Consider bent-out crossing with pedestrian and cycle priority.

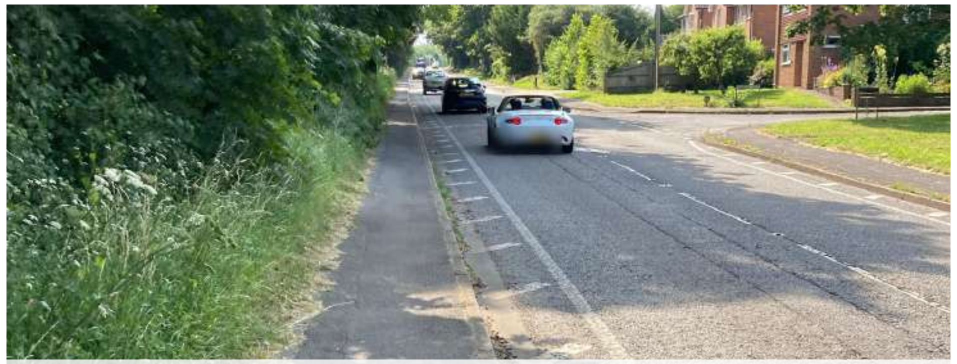


Figure 240.8 A30 London Road (Sustrans)

Widen existing footway on the southern side of the A30 and upgrade to shared use path. Provide segregation for cycles and separation from traffic. May require removal of right turn lanes and realignment of kerb lines.

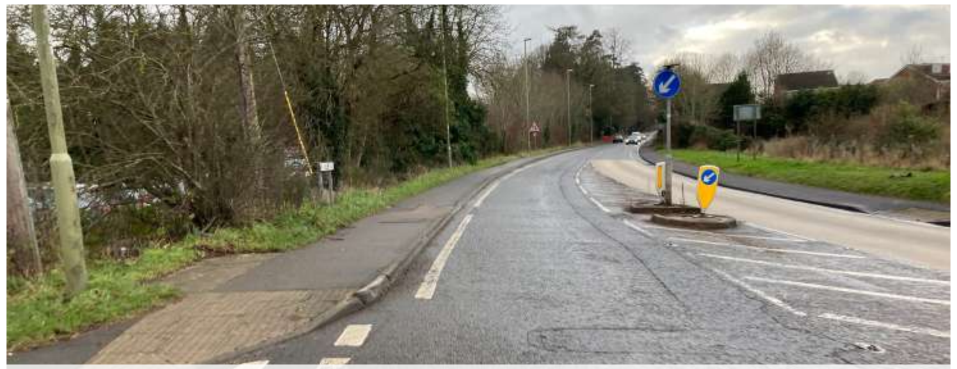


Figure 240.9 A30 Hatch Lane (Sustrans)

Replace uncontrolled crossing with toucan at A30/Hatch Lane.

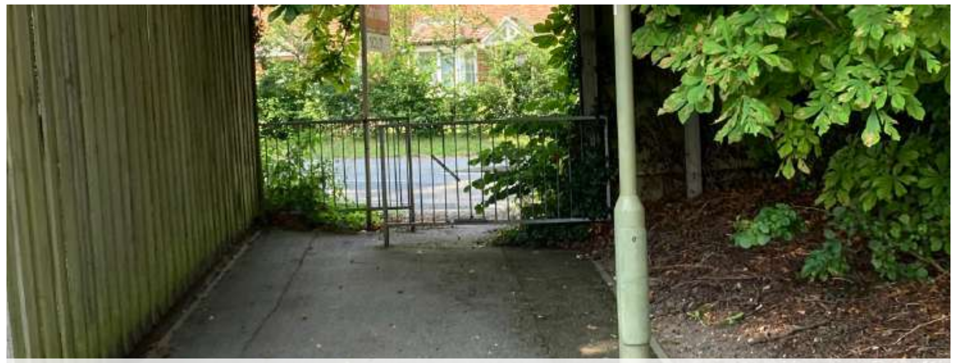


Figure 240.10 A30 London Road/Heather Row Lane (Sustrans)

Remove or redesign barriers to ensure the route is accessible to all with a minimum 1.5m gap.

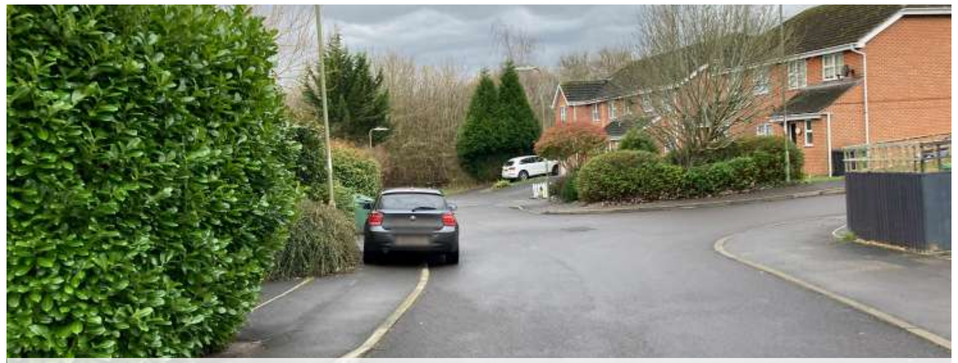


Figure 240.11 Basingfield Close (Sustrans)

Implement 20mph zone on Basingfield Close. Improve wayfinding and install cycle symbols on carriageway.

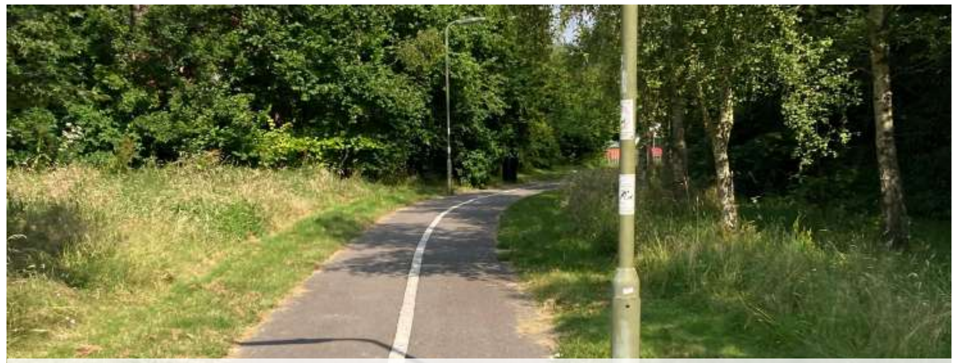
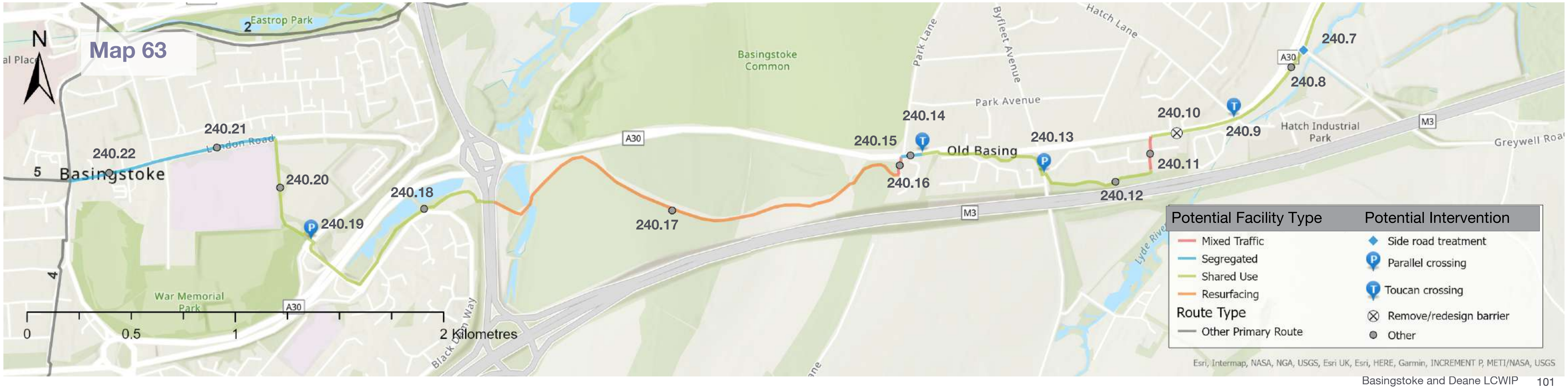


Figure 240.12 Basingfield Close to A30 path (Sustrans)

Widen existing shared use path between Basing Close and the A30 at Crabtree Way. Consider removing white line segregation and replacing with hard segregation. Improve wayfinding and legibility of route.


N
Map 63
Eastrop Park
Basingstoke Common
Park Lane
Byfleet Avenue
Hatch Lane
Park Avenue
Old Basing
Hatch Industrial Park
Greywell Road
London Road
Basingstoke
War Memorial Park
A30
M3
Lyde River
Black Dam Way
240.7
240.8
240.9
240.10
240.11
240.12
240.13
240.14
240.15
240.16
240.17
240.18
240.19
240.20
240.21
240.22
0
0.5
1
2 Kilometres
Potential Facility Type
Mixed Traffic
Segregated
Shared Use
Resurfacing
Route Type
Other Primary Route
Potential Intervention
Side road treatment
Parallel crossing
Toucan crossing
Remove/redesign barrier
Other
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

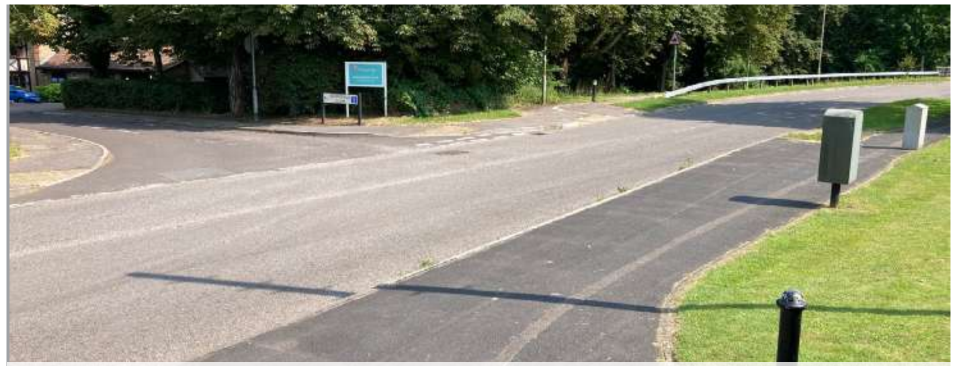


Figure 240.13 Huish Lane (Sustrans)

Install controlled pedestrian and cycle crossing over Huish Lane.

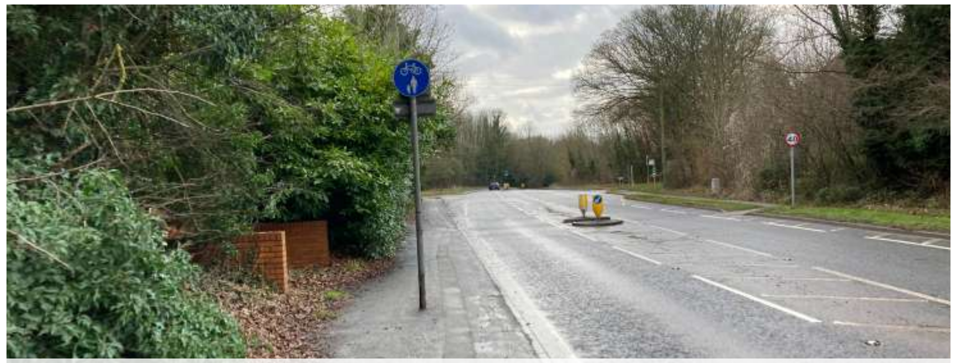


Figure 240.14 A30 London Road (Sustrans)

Consider replacing existing uncontrolled crossing with toucan.

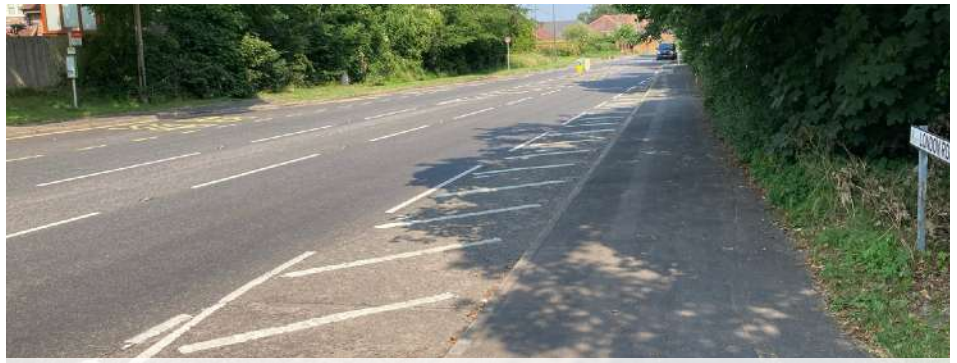


Figure 240.15 A30 London Road (Sustrans)

Install two-way segregated cycle track on southern side of carriageway.

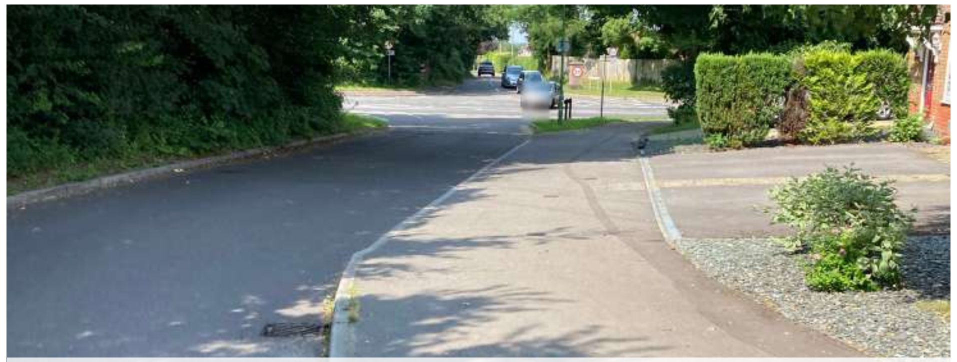


Figure 240.16 Dicken's Lane (Sustrans)

Improve transition from Dicken's Lane Plantation onto Dicken's Lane. Reduce speed zone to 20mph.

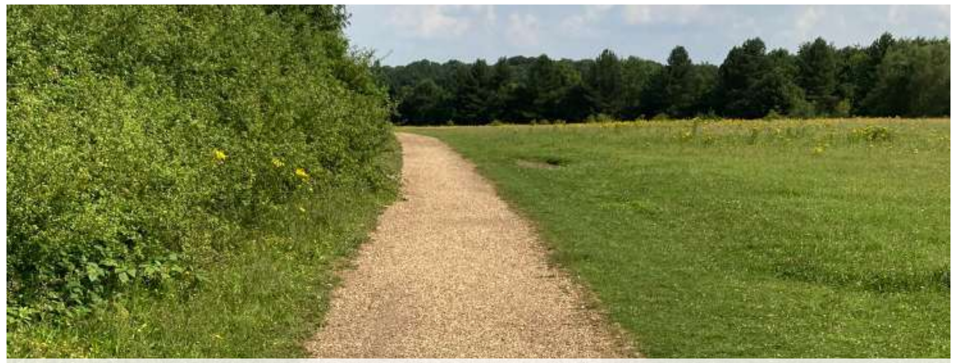


Figure 240.17 Crabtree Plantation (Sustrans)

Resurface and widen existing path through Crabtree Plantation between Dicken's Lane and the M3 to accommodate cycles.

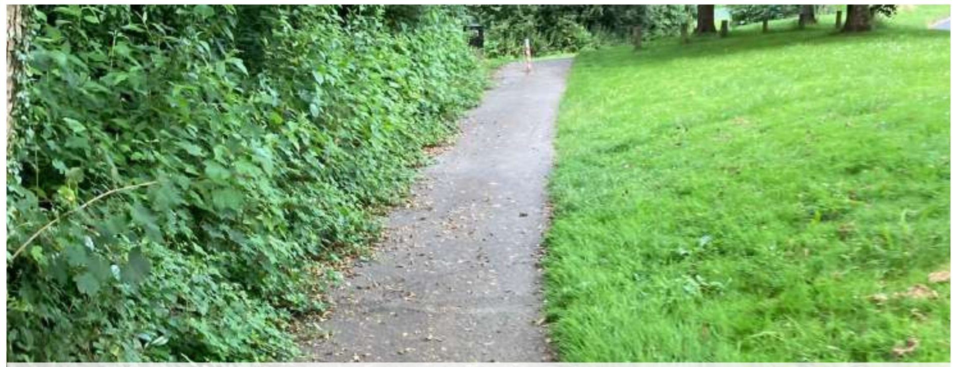


Figure 240.18 Path parallel to Black Dam Way (Sustrans)

Widen existing paths and upgrade to shared use between M3 and Black Dam Way bridge over A30. Install segregation for cycles.

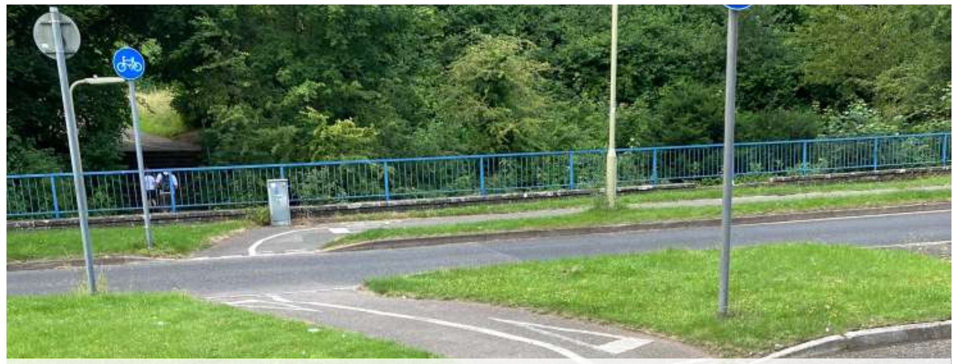


Figure 240.19 Old Common Road crossing (Sustrans)

Upgrade existing uncontrolled over Old Common Road to parallel crossing.

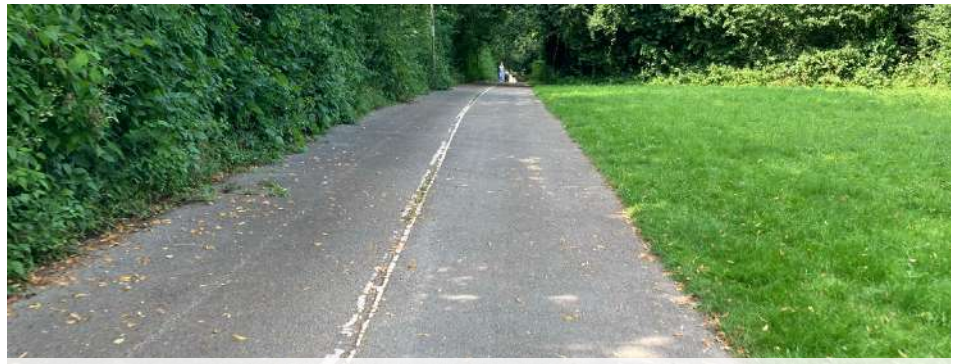


Figure 240.20 Existing path south of London Road (Sustrans)

Optimise width of shared use path between London Road and Black Dam Way. Replace white line segregation with hard segregation e.g. trapezoidal strip. For existing shared paths without white lining, introduce hard segregation for cycles.

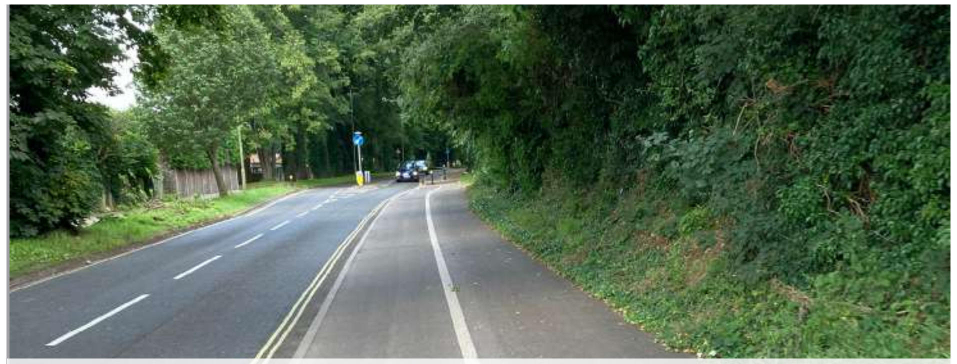


Figure 240.21 London Road (Sustrans)

Install segregated two-way cycle track between Eastrop Lane and traffic free path. May only be space for cycle lanes with light segregation. Will require verge take and changing kerb lines.

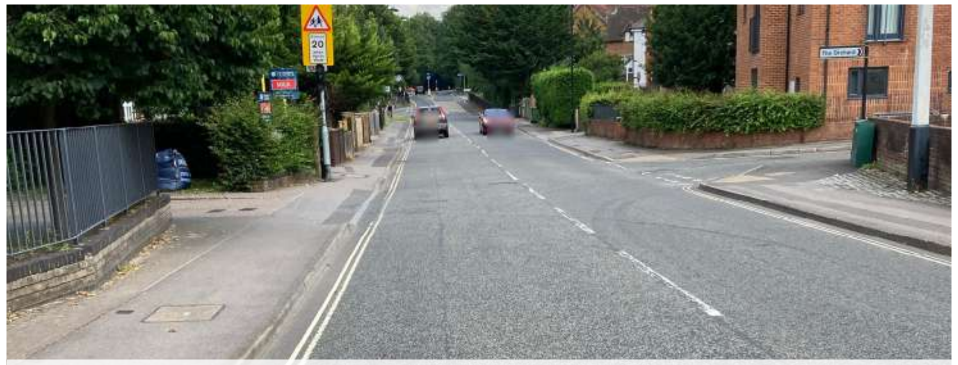


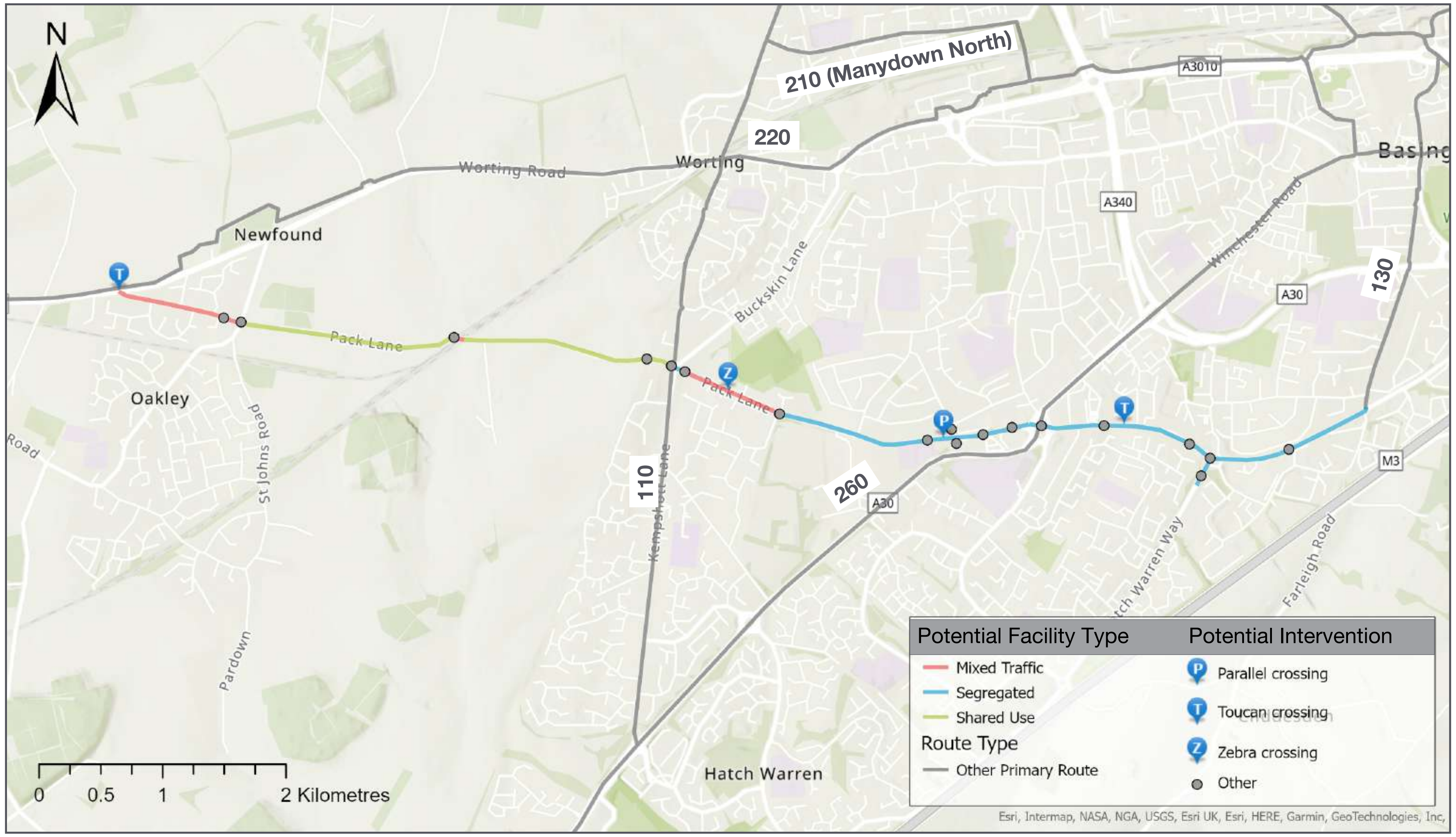
Figure 240.22 London Road (Sustrans)

Limited space for improvements on London Road between New Road and Eastrop Lane. If traffic flows are reduced due to changes in traffic flow around the town centre, on carriageway cycling may be suitable with appropriate traffic calming. Coordinate access improvements with the Town Centre Master Plan.

Route 250: Viables to Oakley potential options

Route overview and existing conditions

Route 250 runs from the Viables in the east to Oakley in the west. The eastern end of the route links up with two sections of National Cycle Network Route 23. It passes through the Viables roundabout, which lacks at-grade cyclist and pedestrian crossings, then the Winchester Road roundabout, where improvements will be coordinated with Route 260 (HCC's A30 scheme). There are some shared use paths between the Viables roundabout and the Winchester Road roundabout. Continuing west the route follows Winchester Road and Pack Lane through residential neighbourhoods. The Fiveways junction was identified in stakeholder workshops as a major barrier to walking and cycling, and would need significant upgrades, in coordination with the improvement plans as part of the Manydown development. The Oakley-Basingstoke multi-user path is an opportunity to link Basingstoke to Oakley, but it does not continue past the pinch point of the two railway overbridges. The route travels through Oakley along Pack Lane and would connect to Route 220 at the B3400.


N
210 (Manydown North)
A3010
220
Worting
Worting Road
Newfound
A340
Winchester Road
130
A30
Buckskin Lane
Pack Lane
Oakley
Road
St Johns Road
110
Kempshott Lane
260
A30
M3
Farleigh Road
Warren Way
Pardown
Hatch Warren
0
0.5
1
2 Kilometres
Potential Facility Type
Mixed Traffic
Segregated
Shared Use
Route Type
Other Primary Route
Potential Intervention
Parallel crossing
Toucan crossing
Zebra crossing
Other
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc,

Map 64

Route 250 Overview Map with potential options for facility types and interventions

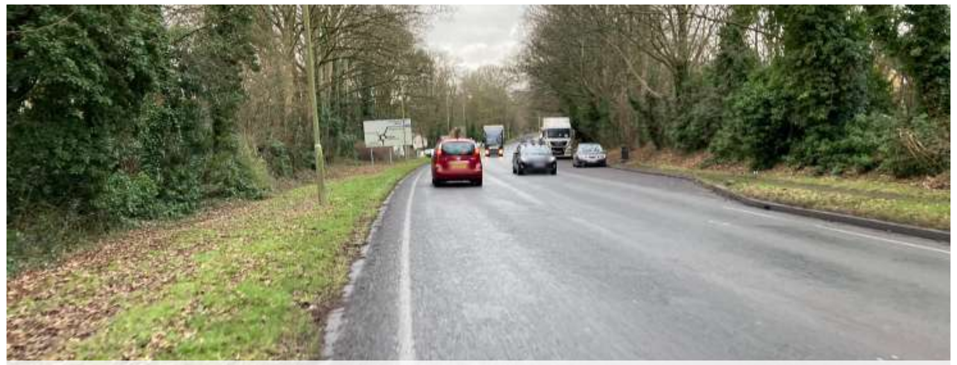


Figure 250.1 The Harrow Way (Sustrans)

Investigate potential for segregated two way cycle track along south side of The Harrow Way.

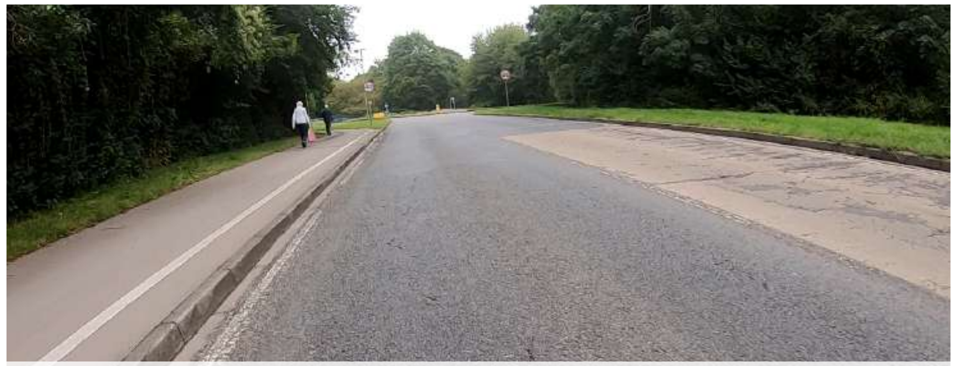


Figure 250.2 Hatch Warren Way (Sustrans)

Add segregated cycle track on carriageway of Hatch Warren Way, or investigate widening shared use path to accommodate 3m two-way cycle track and 2m footway.

This provides a connection to National Cycle Network Route 23.

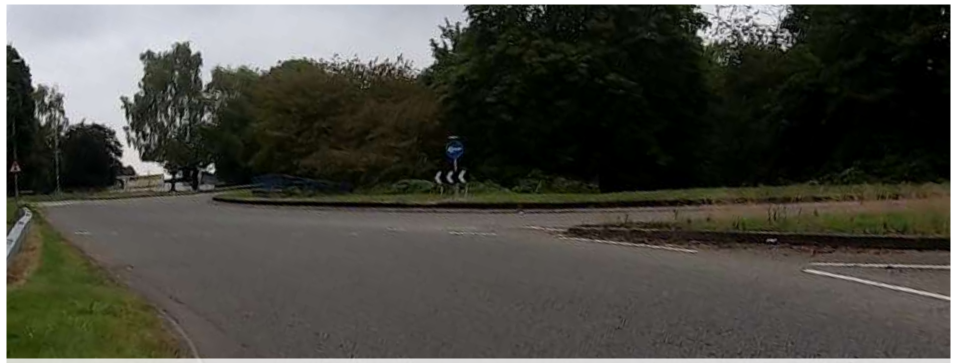


Figure 250.3 Viables Roundabout (Sustrans)

Investigate provision of at-grade crossings at the Viables Roundabout to improve safety for users in hours of darkness.

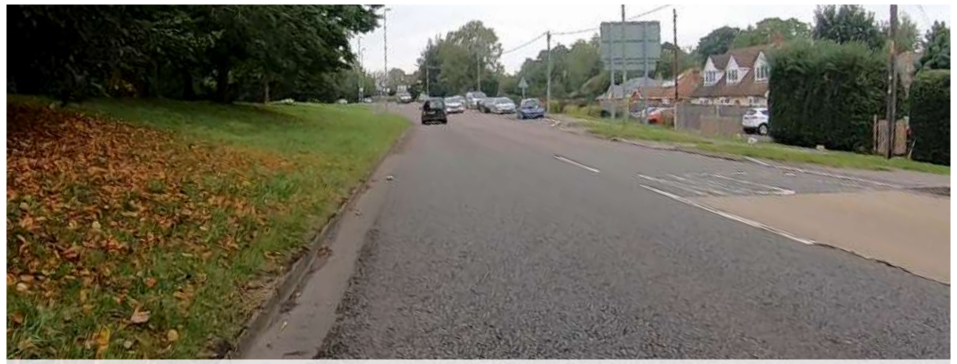


Figure 250.4 The Harrow Way (Sustrans)

Use verge on southern side of The Harrow Way from the Viables Roundabout to Lister Road to install two-way cycle track.

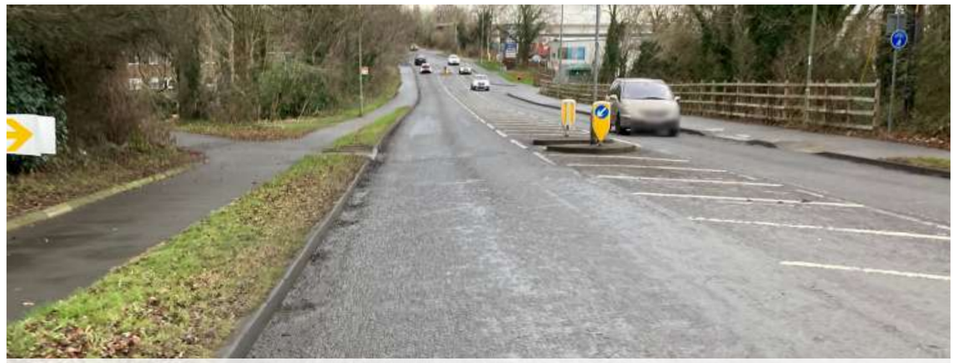


Figure 250.5 The Harrow Way (Sustrans)

Upgrade existing uncontrolled crossing on The Harrow Way to zebra crossing to improve access to shopping centre.

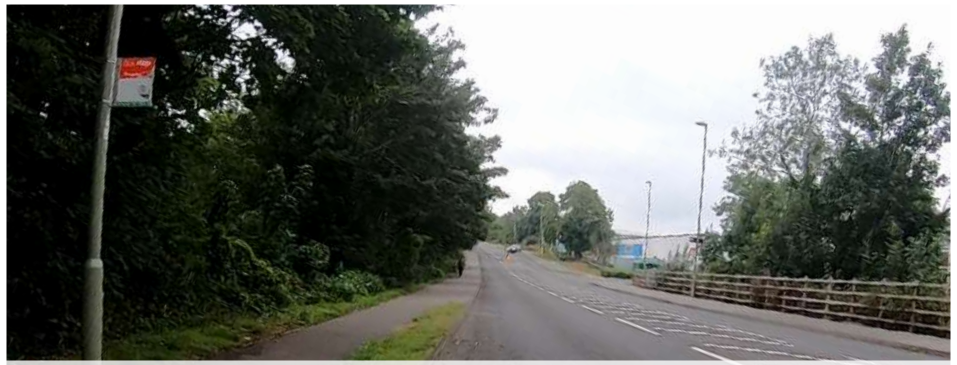
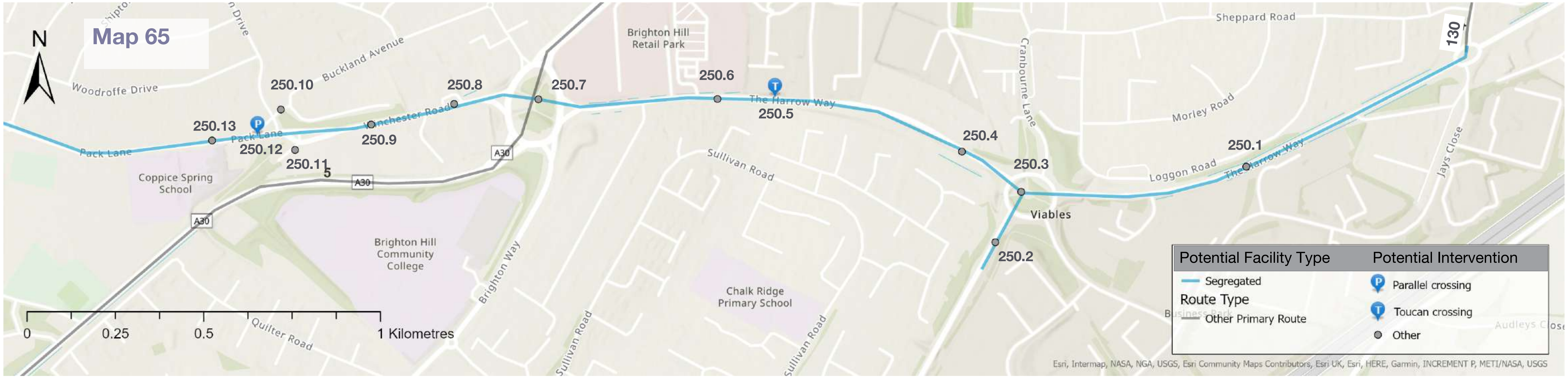


Figure 250.6 The Harrow Way (Sustrans)

Consider one-way cycle tracks on north and south sides of Harrow Way by re-purposing and widening existing shared use path footways. Space from the central hatching and verges could also be used. Also assess the feasibility of providing a two-way cycle track on one side.


Map 65
N
Woodroffe Drive
Buckland Avenue
Pack Lane
Winchester Road
Coppice Spring School
Brighton Hill Retail Park
Brighton Hill Community College
Brighton Way
Quilter Road
The Harrow Way
Sullivan Road
Chalk Ridge Primary School
Cranbourne Lane
Viables
Sheppard Road
Morley Road
Loggon Road
Jays Close
A30
130
250.1
250.2
250.3
250.4
250.5
250.6
250.7
250.8
250.9
250.10
250.11
250.12
250.13
0
0.25
0.5
1 Kilometres
Potential Facility Type
Segregated
Route Type
Other Primary Route
Potential Intervention
Parallel crossing
Toucan crossing
Other
Esri, Intermap, NASA, NGA, USGS, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

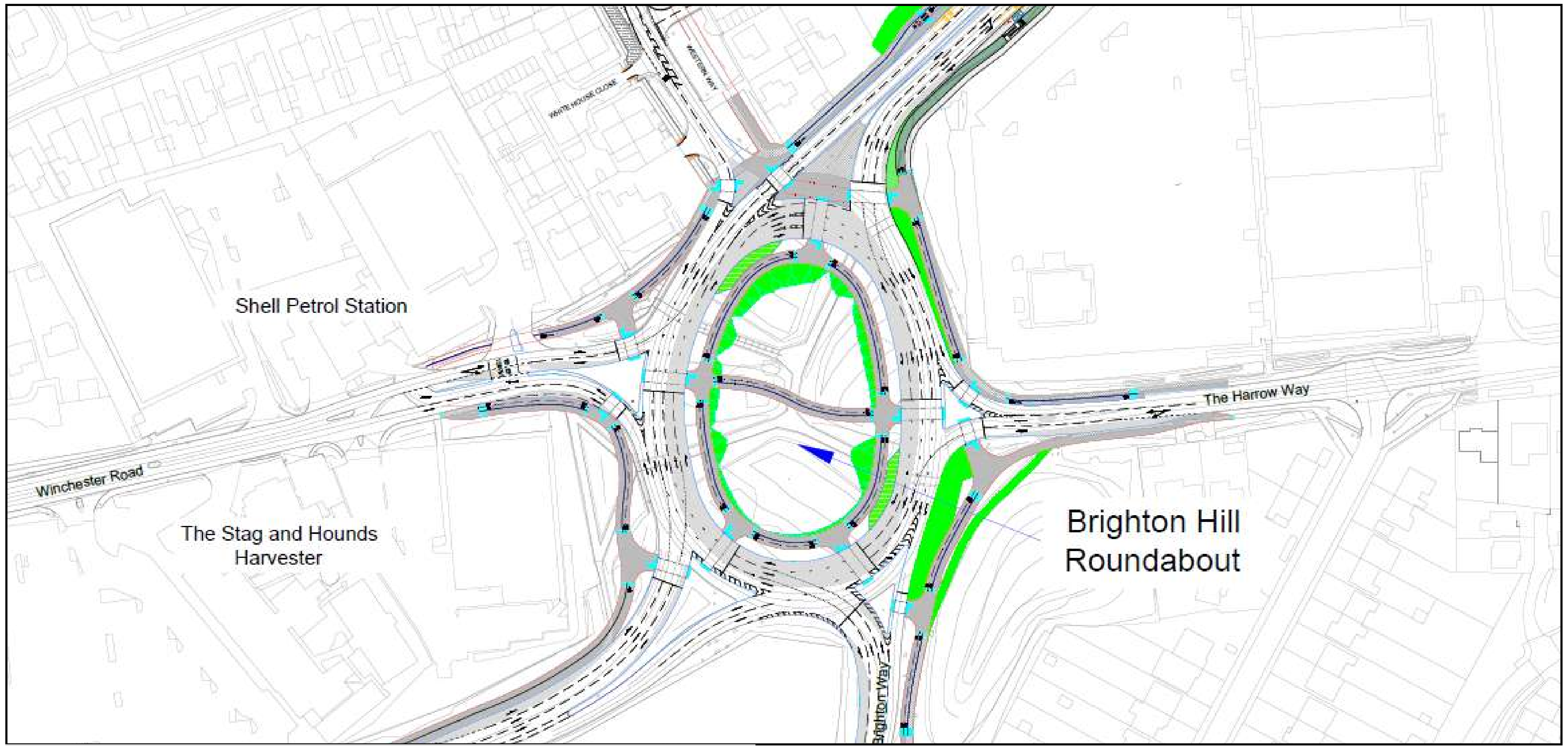


Figure 250.7 HCC A30 scheme, Brighton Hill Roundabout (HCC)

Provide a connection with the HCC A30 cycle route scheme at the Brighton Hill Roundabout. Ensure adequate wayfinding is installed.

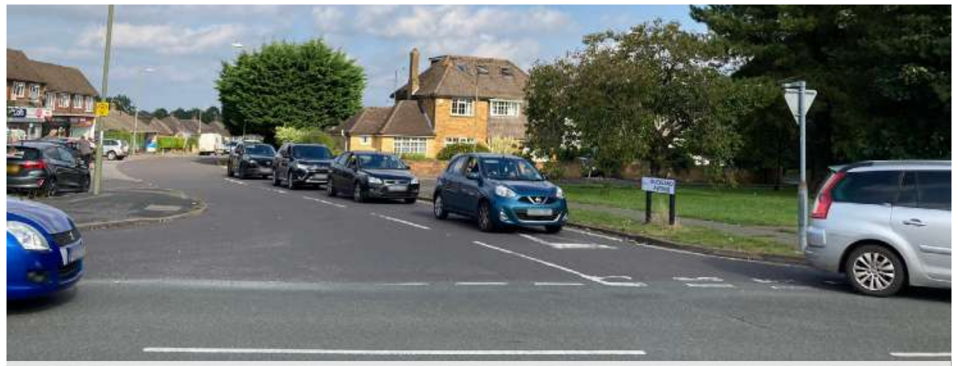


Figure 250.10 Buckland Avenue Option (Sustrans)

Potential for a modal filter on Buckland Avenue. A modal filter on Buckland Avenue would allow for cycling with mixed traffic, and could be an alternative to the parallel route of Winchester Road.

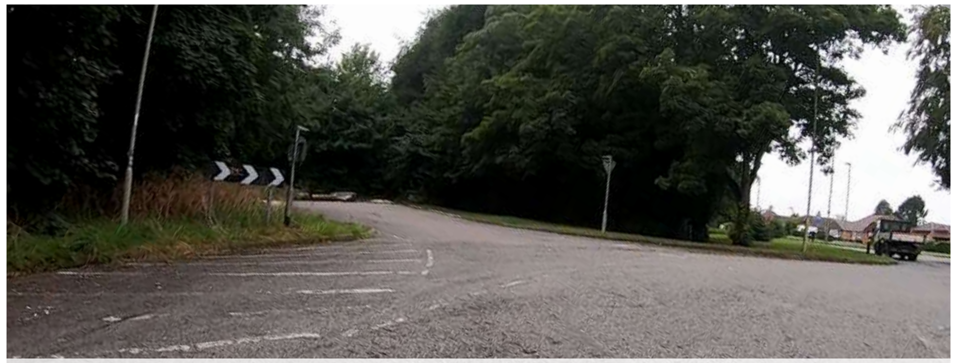


Figure 250.11 Winchester Road/Pack Lane (Sustrans)

End of Winchester Road is currently underused. It could be an opportunity for art, placemaking or improved cycle route transition to Pack Lane.

There is also a potential opportunity to link back to the A30 scheme route. Further investigation would be needed to determine improvements required, which could include vegetation removal.

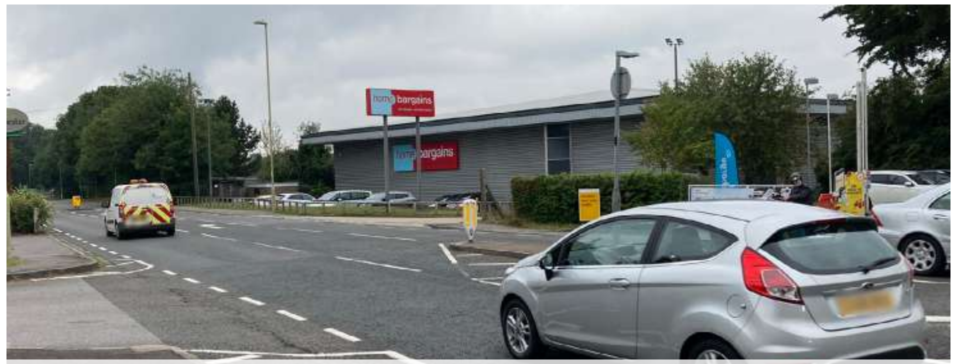


Figure 250.8 Winchester Road (Sustrans)

Investigate re-allocating road space to accommodate segregated cycle tracks on Winchester Road from the Brighton Hill roundabout to Pack Lane. Improve pedestrian and cycle accessibility across side road junctions by installing continuous footways.

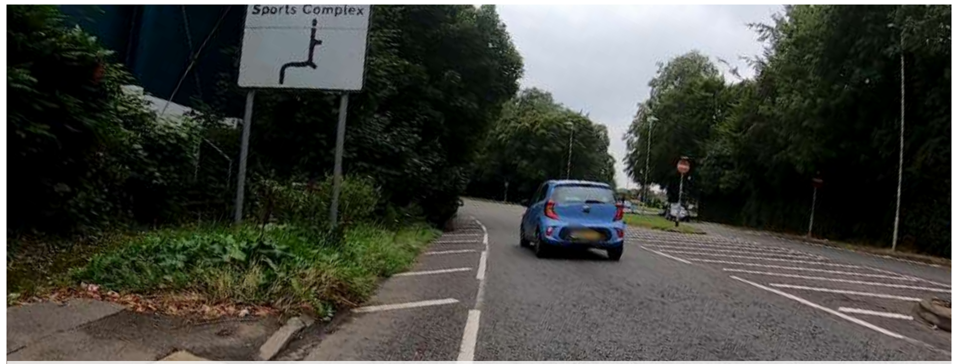


Figure 250.9 Winchester Road (Sustrans)

Footway ends abruptly outside of Homebase. Add minimum 2m footway along Winchester Road from this location to Pack Lane.

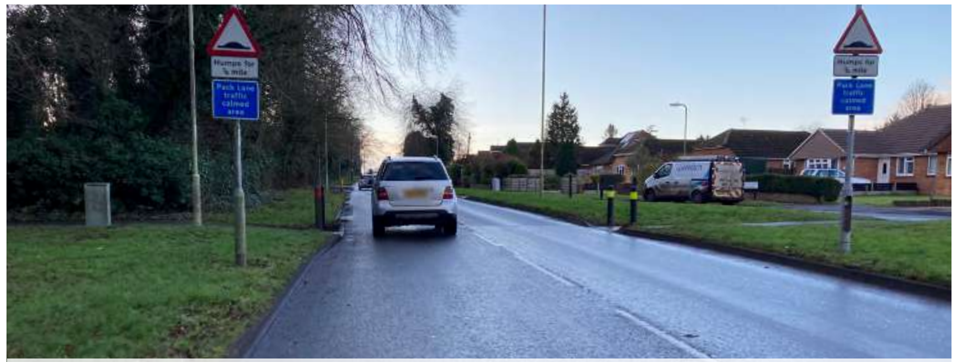


Figure 250.12 Pack Lane/High Drive (Sustrans)

Consider upgrading uncontrolled crossing of Pack Lane at High Drive to a parallel crossing.

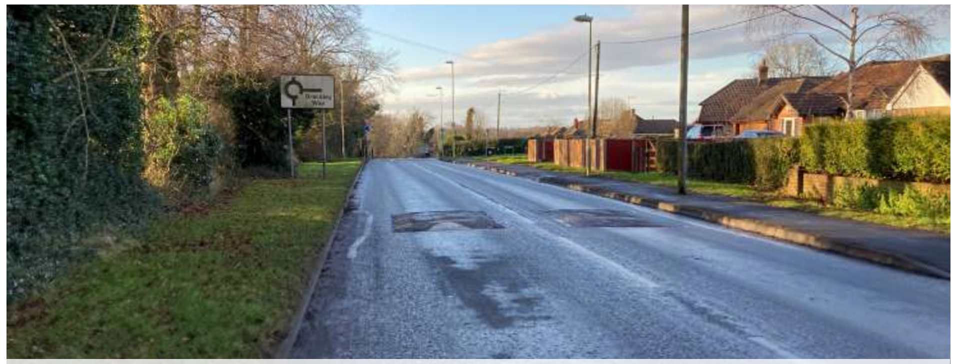


Figure 250.13 Pack Lane (Sustrans)

Investigate using green verge for two way cycle track on south side of Pack Lane from High Drive to Ennerdale Close.

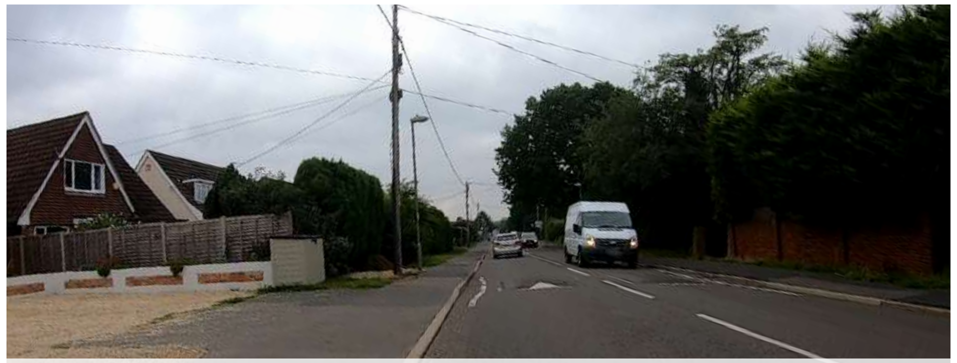


Figure 250.14 Pack Lane (Sustrans)

The carriageway and verge narrows at this location. Reduce speed zone to 20mph and add cycle symbols to carriageway (speed humps are already in place) from Ennerdale Close to near junction with Buckskin Lane/Kempshott Lane.

Further study required to determine if existing highways can accommodate cycle tracks. Alternatively, investigate solutions such as installing a bus gate or making road one way to provide space for segregated cycle tracks.

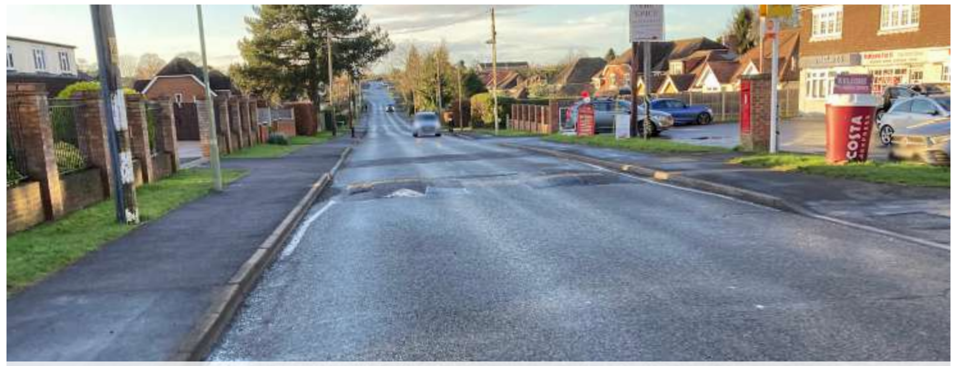
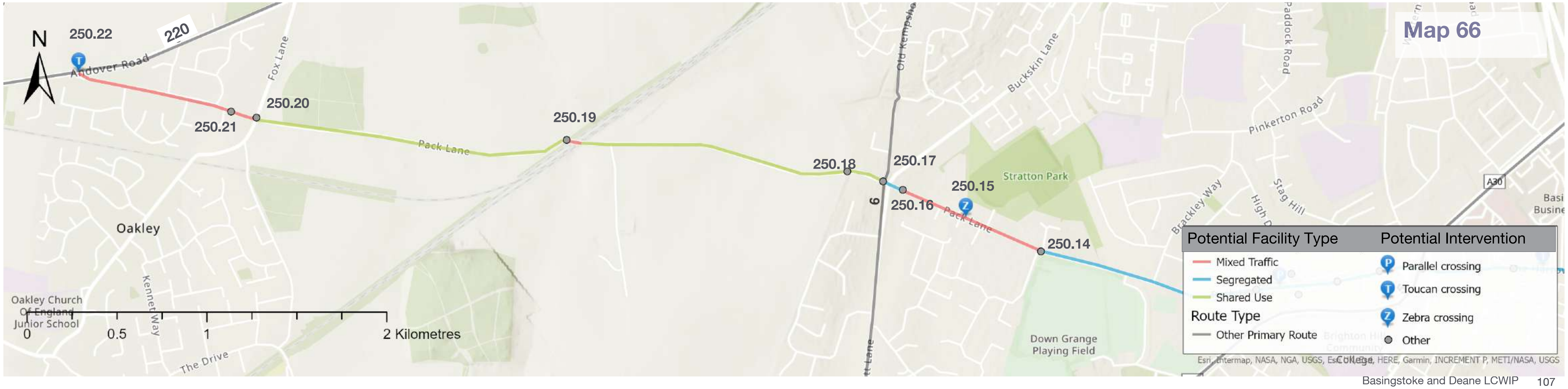


Figure 250.15 Pack Lane near Kendal Gardens (Sustrans)

Upgrade uncontrolled crossing to zebra crossing at shops near Kendal Gardens.


Map 66
N
250.22
220
Andover Road
Fox Lane
250.20
250.21
250.19
Pack Lane
Old Kempshott
250.18
250.17
250.16
250.15
Buckskin Lane
Stratton Park
250.14
Paddock Road
Pinkerton Road
Brackley Way
Stag Hill
A30
Oakley
Kennet Way
Oakley Church Of England Junior School
The Drive
Down Grange Playing Field
0
0.5
1
2 Kilometres
Potential Facility Type
Mixed Traffic
Segregated
Shared Use
Route Type
Other Primary Route
Potential Intervention
Parallel crossing
Toucan crossing
Zebra crossing
Other
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

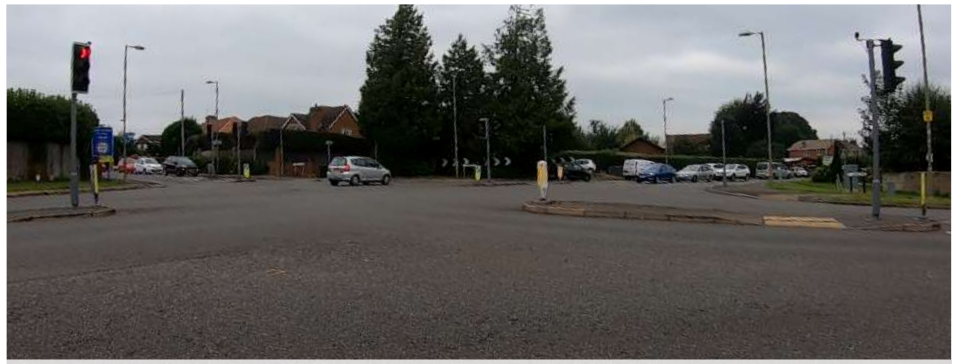


Figure 250.16 Pack Lane/Fiveways junction (Sustrans)

Critical junction for cyclists at Pack Lane and Kempshott Road. Currently the only infrastructure is advanced cycle stop lines. There appears to be enough space to add light vertical segregation to new cycle lanes on all arms of this intersection. Improve cycle provision at Pack Lane/Buckskin Lane/Kempshott Lane. Consider installing cyclops junction or toucans across all approaches as a minimum. Coordinate changes in context of new development to the west.

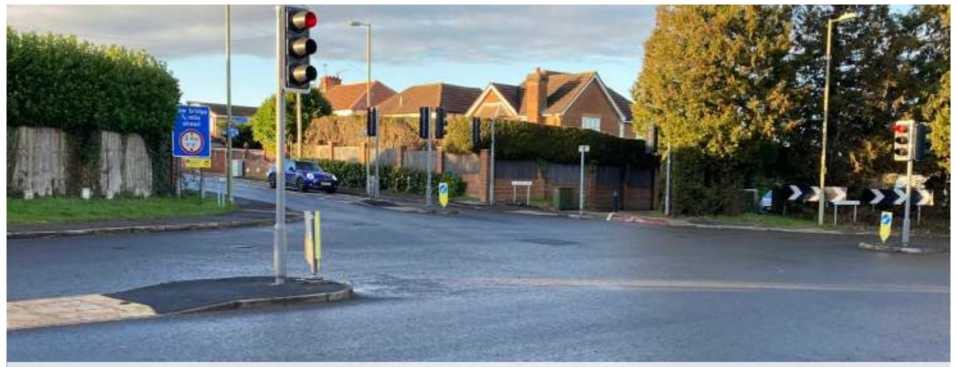


Figure 250.17 Pack Lane (Sustrans)

Utilise existing shared use path between Kempshott Lane and Oakley Basingstoke multi-use path. Provide segregation if possible. Investigate longer term, higher quality solutions for segregated east west cycling provision. Improvements to be coordinated with the developing MRT strategy.

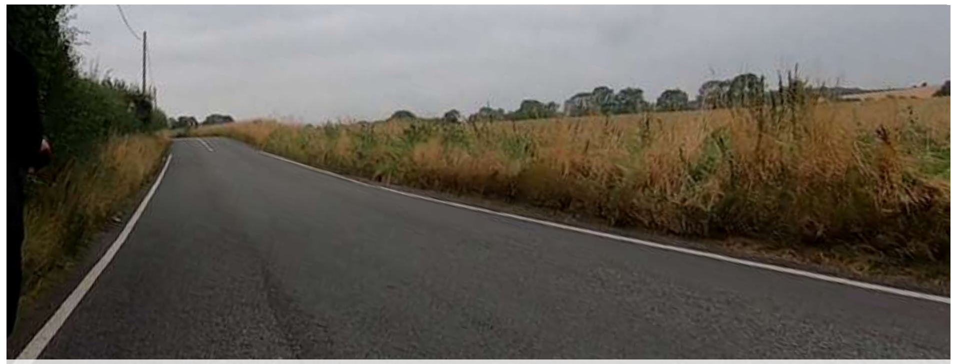


Figure 250.18 Pack Lane (Sustrans)

Provide a segregated cycle facility from Route 110 (Buckskin/Kempshott Lane) to Fox Lane in Oakley. East of the railway the southern boundary of the Manydown site on northern side of Pack Lane could be utilised. Otherwise investigate upgrading the Oakley-Basingstoke multi-user path on south side of Pack Lane to railway bridge. To the west of the railway investigate a field edge path as there is limited space on the carriageway.

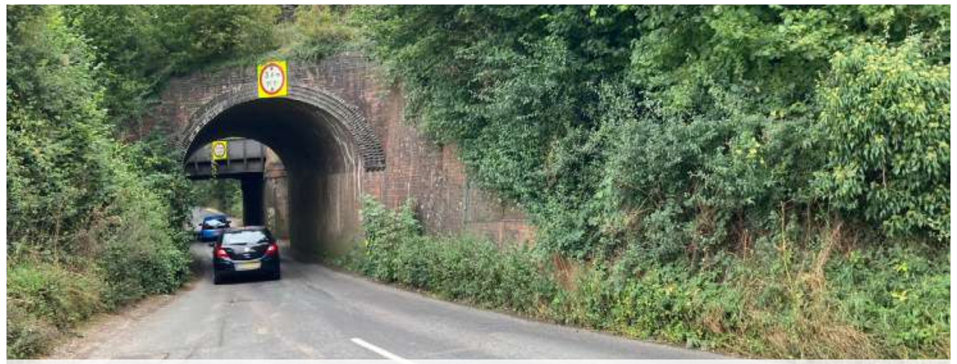


Figure 250.19 Pack Lane railway bridge (Sustrans)

Two railway bridges create a traffic pinch point and a challenge for cyclists. Install signals to create a cycle phase for travel under the railway bridges.

Investigate the potential option of providing a modal filter, with consideration to the Manydown South development.

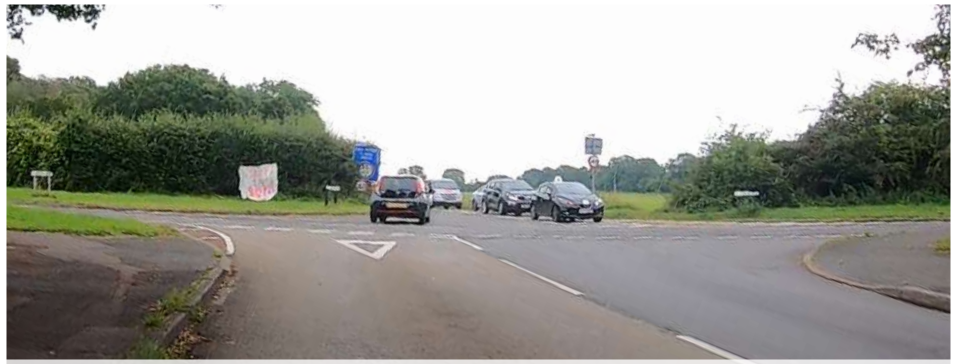


Figure 250.20 Pack Lane and Fox Lane (Sustrans)

Junction of Pack Lane and Fox Lane needs crossing improvements for pedestrians and cycles. Consider a raised table and a controlled crossing.

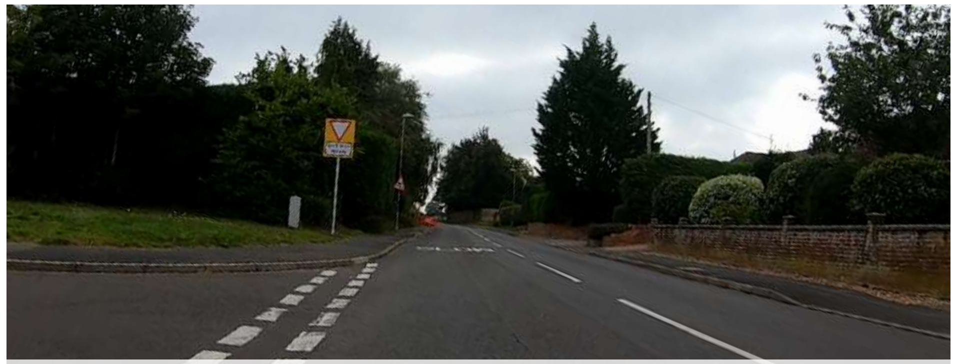


Figure 250.21 Pack Lane (Sustrans)

Pack Lane continues through a residential area with narrow carriageway. Reduce speed zone to 20mph, consider traffic calming elements such as speed humps and add cycle symbols to carriageway from Fox Lane to Andover Road.

A modal filter on Pack Lane as mentioned in 220.16 would reduce the volume of traffic on this route.

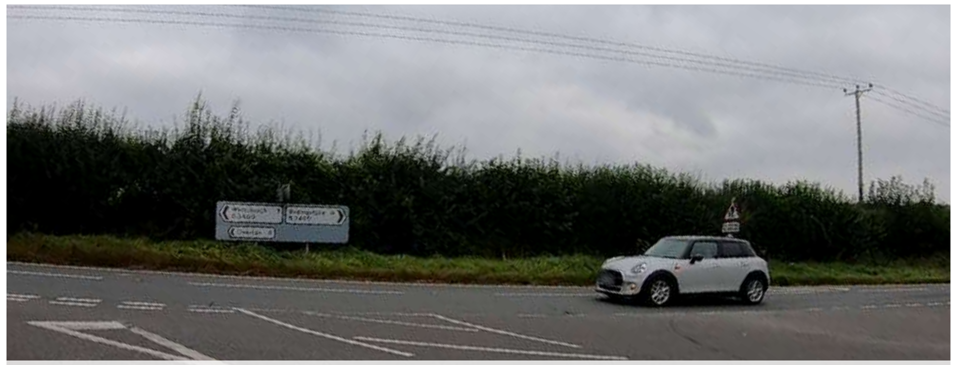


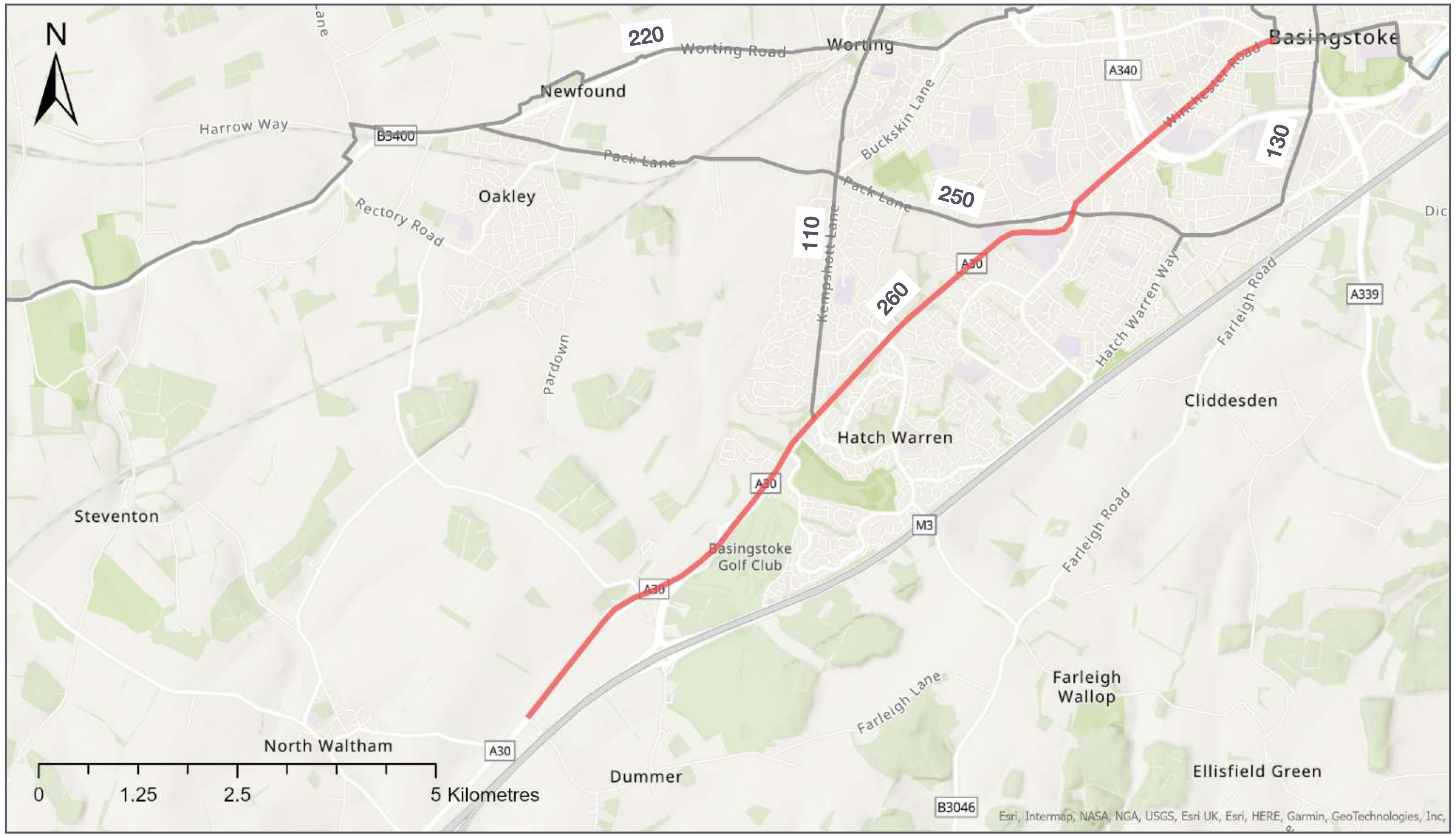
Figure 250.22 Pack Lane and Andover Road (Sustrans)

Improve connection with Andover Road/Route 220 which may require a toucan crossing. Consider raised table on Pack Lane as well as other improvements such as tightening kerb radii to reduce vehicle speed as motorists enter Oakley.

Route 260: Dummer to Basingstoke potential options

Route overview and existing conditions

Route 260 is the A30 scheme currently in the design phase overseen by Hampshire County Council. Primary routes 110 and 250, which overlap with Route 260, were considered so that improvements are coordinated and joined up.


N
220
Worting Road
Worting
Basingstoke
A340
Newfound
Harrow Way
B3400
Pack Lane
Buckskin Lane
Winchester Road
130
Oakley
Rectory Road
110
Pack Lane
250
A30
260
Kempshott Lane
Pardown
Hatch Warren Way
Farleigh Road
A339
Cliddesden
Hatch Warren
A30
Steventon
M3
Basingstoke Golf Club
A30
Farleigh Road
Farleigh Lane
Farleigh Wallop
North Waltham
A30
Dummer
Ellisfield Green
B3046
0
1.25
2.5
5 Kilometres
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc,

Appendix

Appendix 1: Participating Organisations: LCWIP Stakeholder Workshops

- Basingstoke and Deane Borough Council- County Councillors and officers
- Hampshire County Council – Local Councillors and Officers
- Basingstoke Transition Network
- Basingstoke College of Technology
- Brighton Hill School
- British Cycling Society
- Brookvale Community Association
- Local Green Party
- Curtins
- Cycle Basingstoke
- Cycling UK North Hampshire
- Evoke
- Festival Place Management
- Great Western Rail
- Hampshire County Council
- HHFT (Basingstoke hospital movement programme)
- Kings Furlong Infants School
- Queen Mary’s College
- St Bede’s Catholic Primary
- Tadley Parish Council
- Whitchurch Town Council